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K

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Marfield-Tearce Co., grain commission.*
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Fraser-Smith Co., grain commission.
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Miller & Co., grain commission.*

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Hanna Grain Co., grain, hay, seeds, alfalfa meal.
Harrah-Robb Grain Co., grain, seeds & feeds.
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Stites, A. Judson, grain and millfeed.

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Geidel & Dickson, grain and hay.
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McCague, R. S., grain, hay.*
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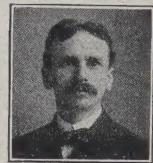
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GEO. F. STONE,
Secy. of the Chicago Board of Trade,
September 1895.

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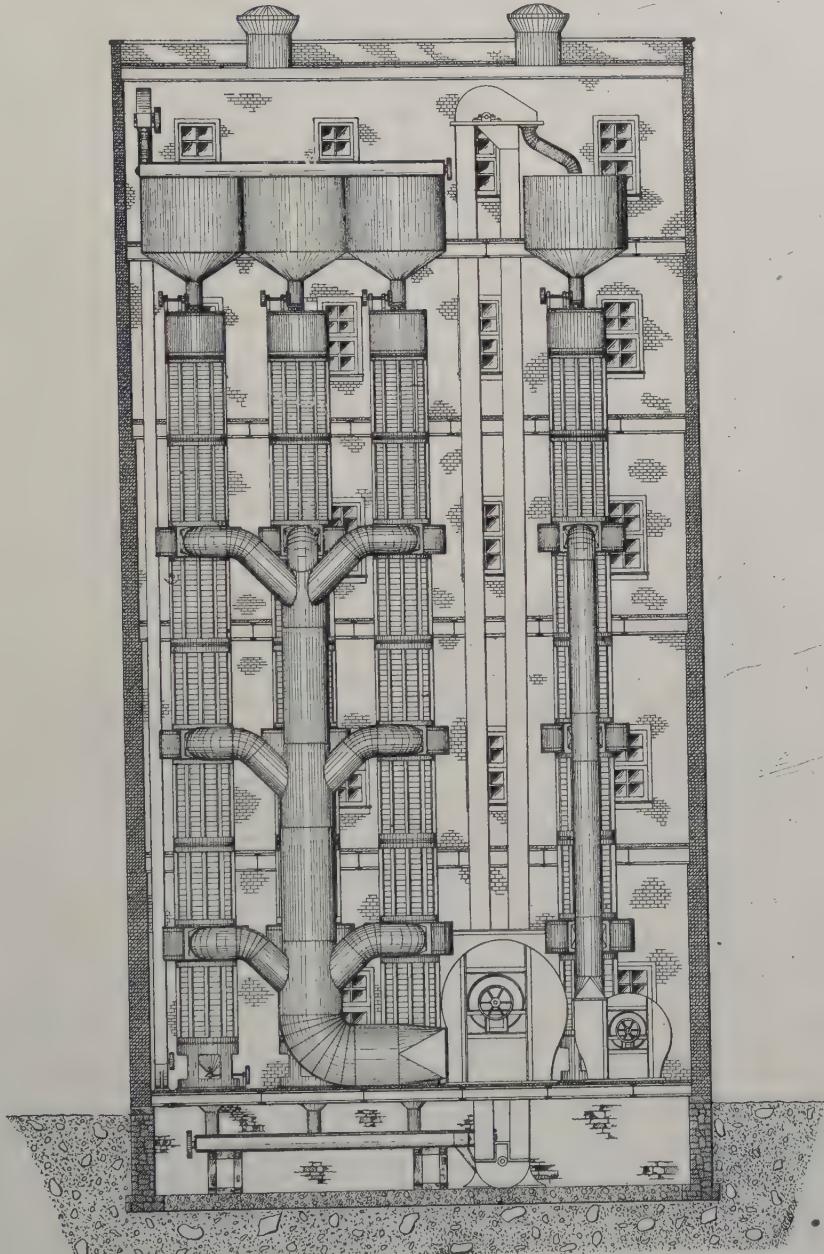
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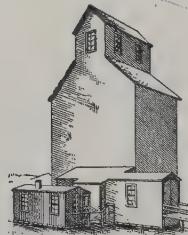
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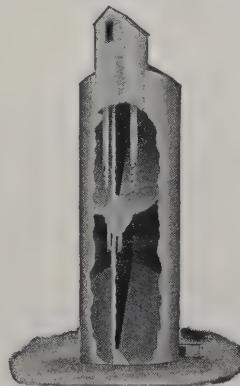
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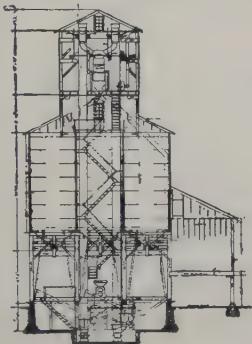
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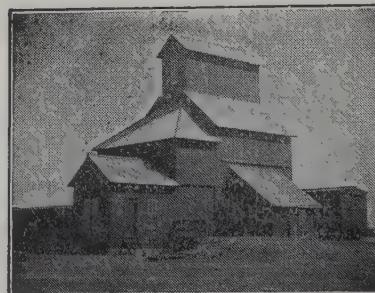
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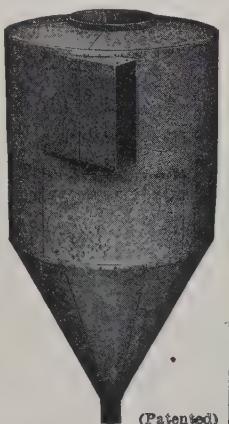
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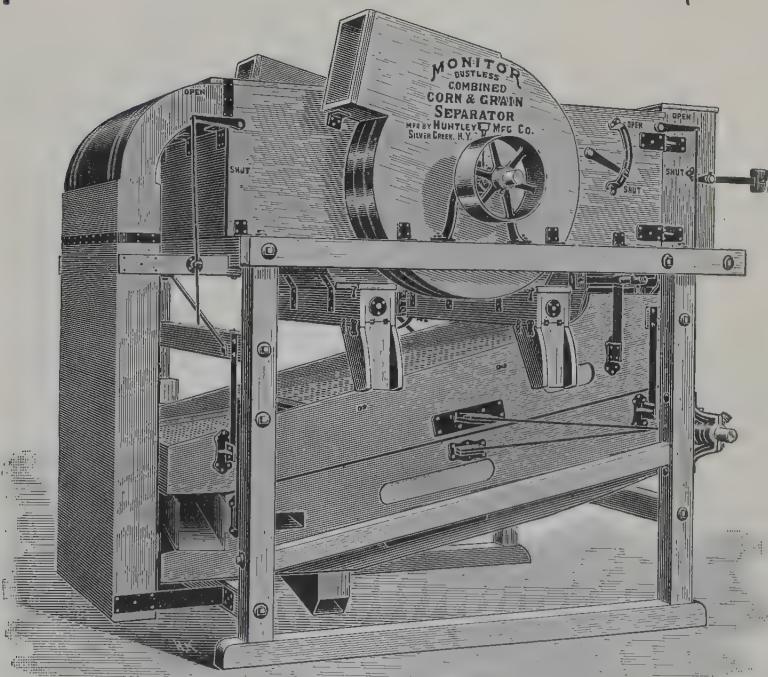
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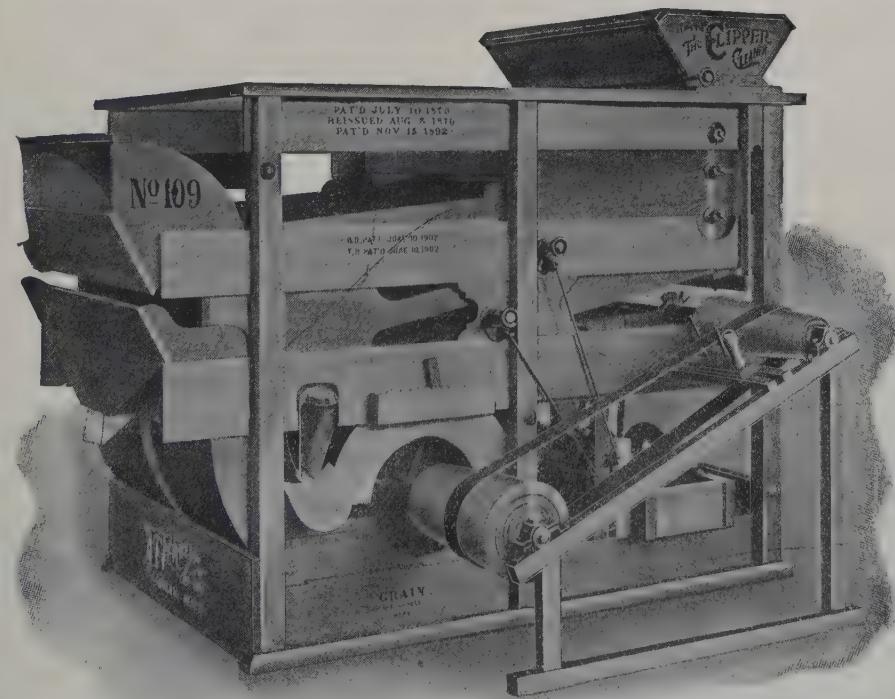
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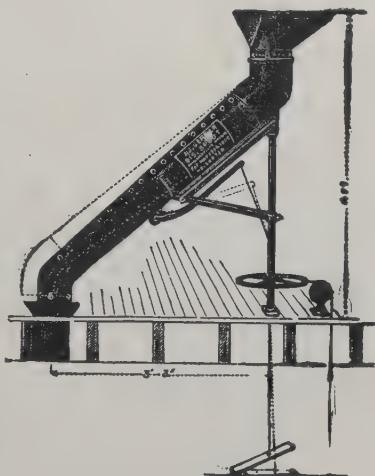
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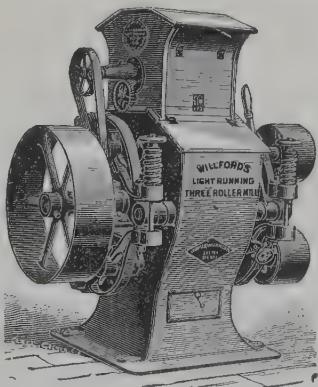
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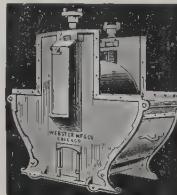
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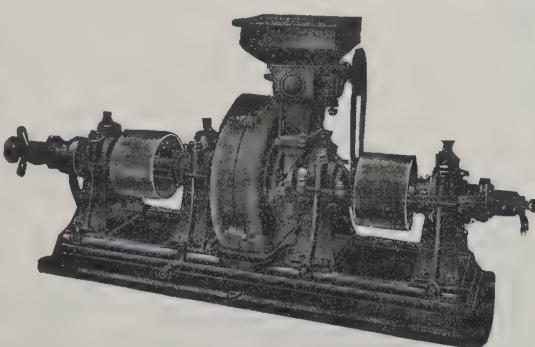
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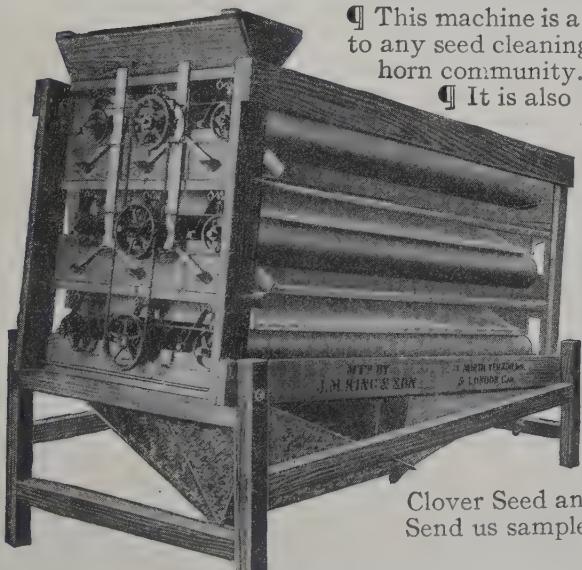
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Now is the season when you will need

Grain Testers Flax Scales Testing Sieves

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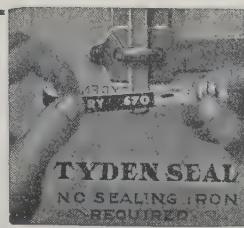
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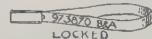
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the fact that your cars were sealed at point of origin, with a seal that cannot be duplicated. It protects you against loss. Use the Tyden Self-Locking Car Seal, bearing your name, and consecutively numbered. The record is easy to keep. Adopted by U. S. Government for inspectors. Price, \$3.50 per 1,000. Samples free.

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SNAP IT ON—Requires no sealing iron or other tools; simple, yet effective.



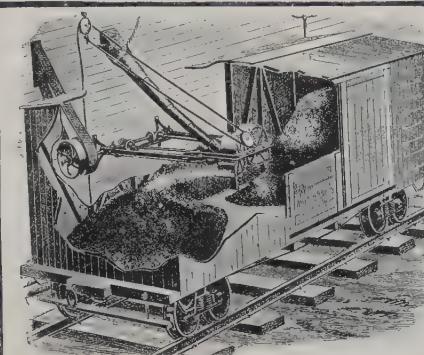
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If you contemplate buying a car loader and doubt our ability to make good any of the many claims we make as to the merits of ours, tell us what it is and we will refer you to people who have used these loaders all the way from one to nine years and know what the machines will do.

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The ONLY Machine That Will Clean and Load at the Same Time.

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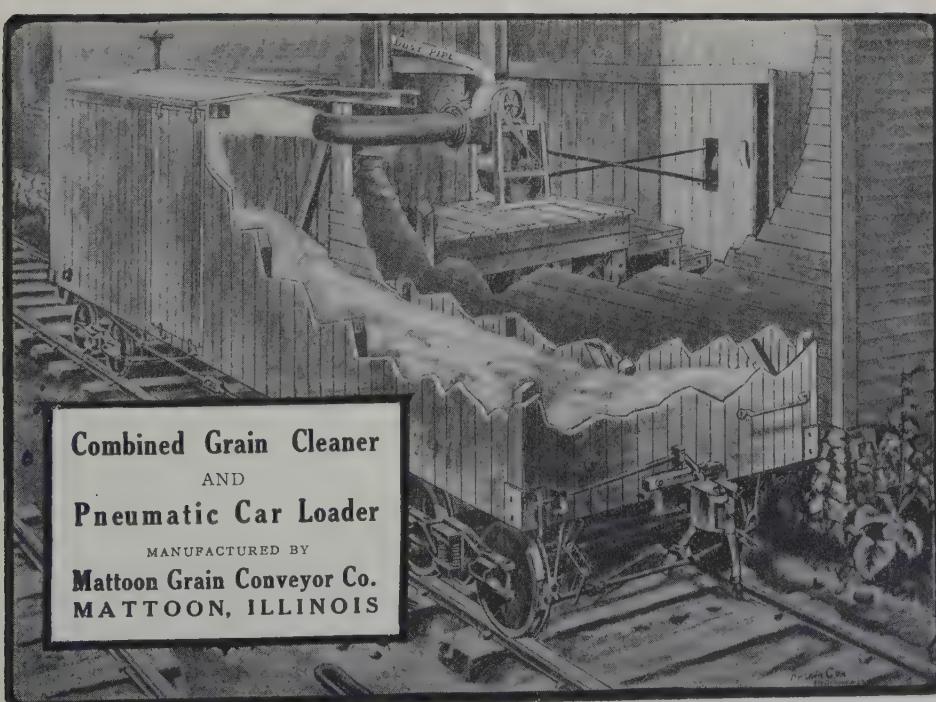
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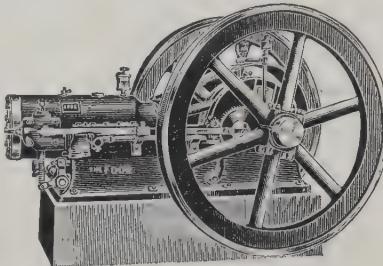
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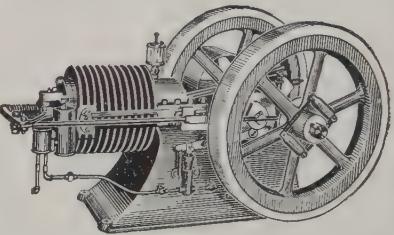
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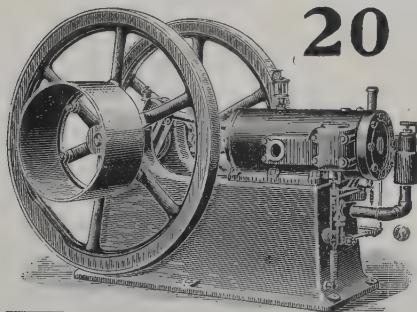
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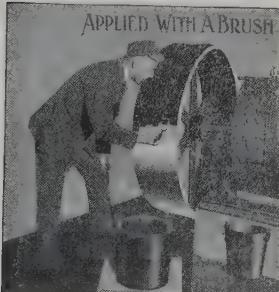
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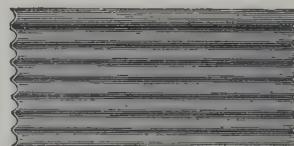
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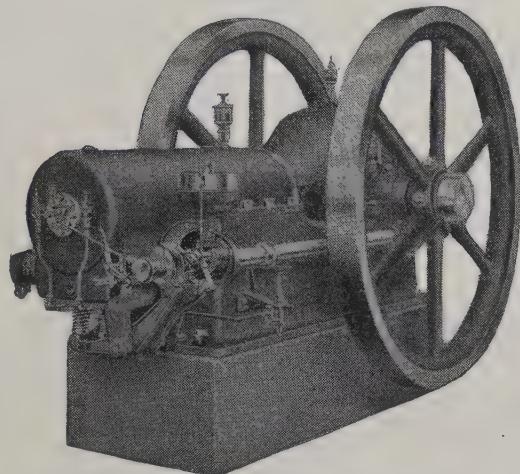
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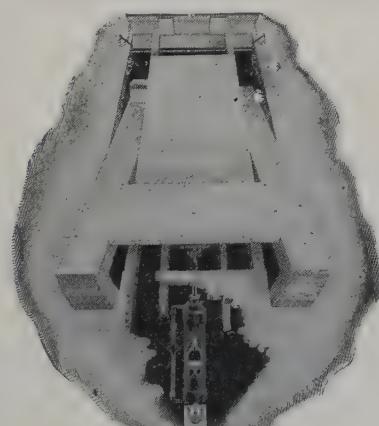
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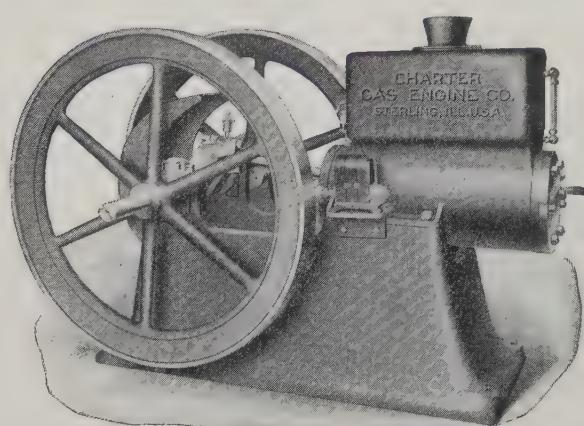
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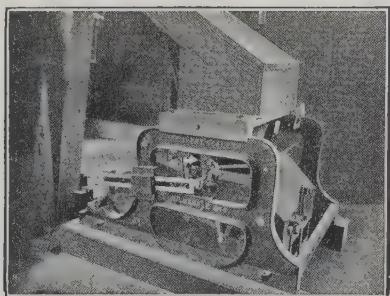
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3. That it has only a two-piece locking gear preventing chance of sticking and yet doing the work required.

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6. That it has a level beam with but five pivots coming to a balance at every draft with no friction.

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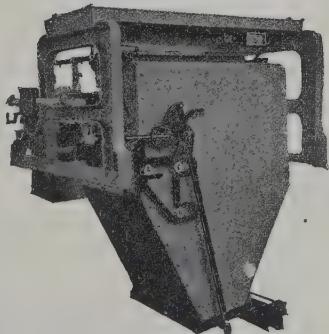
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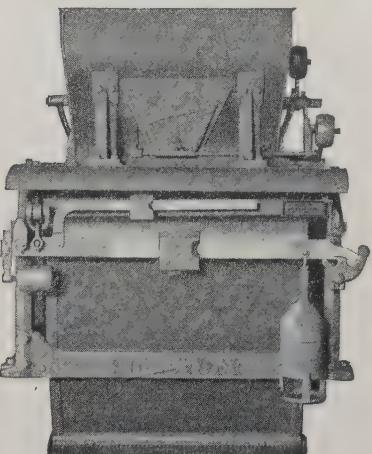
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If you want correct weights, or if you want to collect for shortages, you must have a scale that is easy to balance—easy to test—easy to prove, and easy to operate; that means the SONANDER Automatic Scale. Besides, it is built along common sense scale lines so that anybody can use it. The beam comes to a balance with each draft.

SONANDER Baggers are accurate and speedy.

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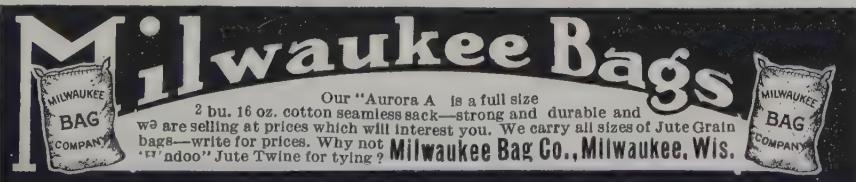
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Do it Now.

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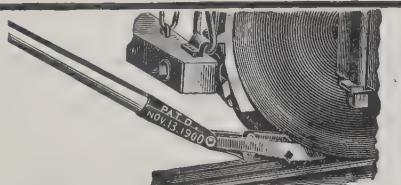


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No. 62 is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver On, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

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Thank you for selling my elevator. Respectfully,

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255 LaSalle Street CHICAGO

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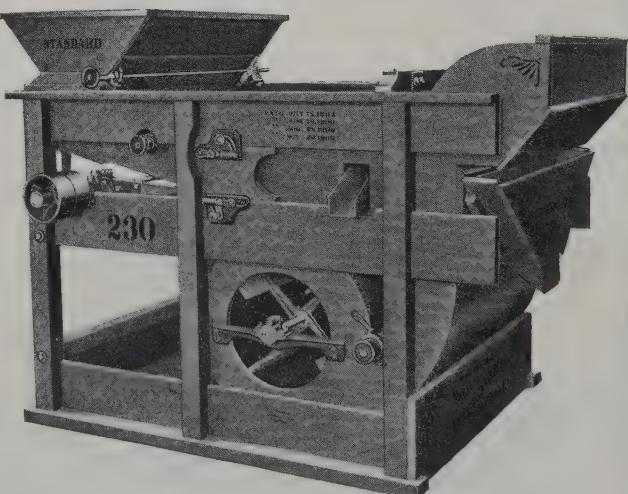
You will be proud to show it to others especially years hence.

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Standard in Quality. Standard in Name.

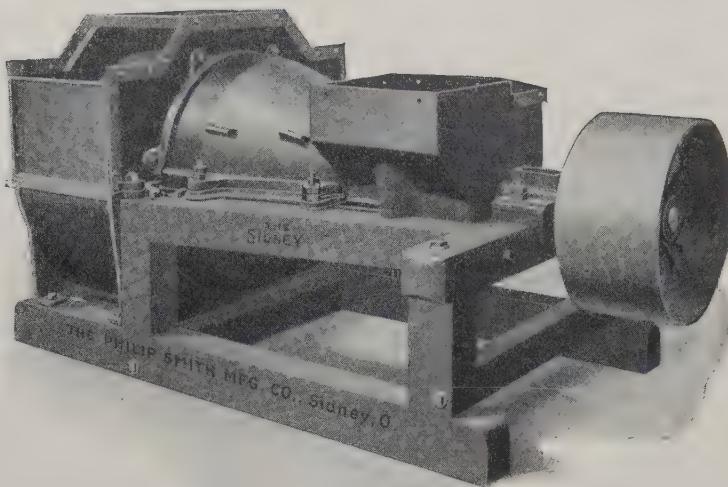


Of improved construction, containing our Automatic Vibrators for keeping the screens clean, and our patented Blast Regulator which allows of the use of a single drum in all widths of cleaners, and positively insures an even blast. Standard Cleaners thoroughly clean every variety of Grain, Seeds, Beans, etc., with a minimum of power and attention. No better Cleaners at any price. No better prices on inferior Cleaners.

Write for our latest Catalog.

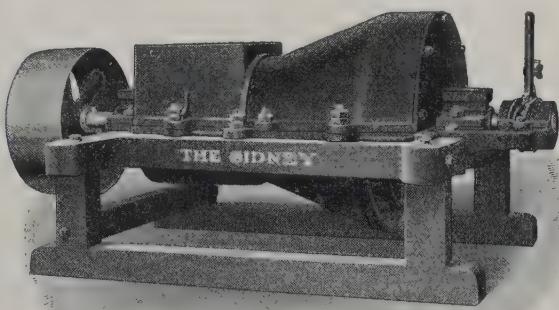
The International Manufacturing Company
Crestline, Ohio

The Sidney Corn Shellers

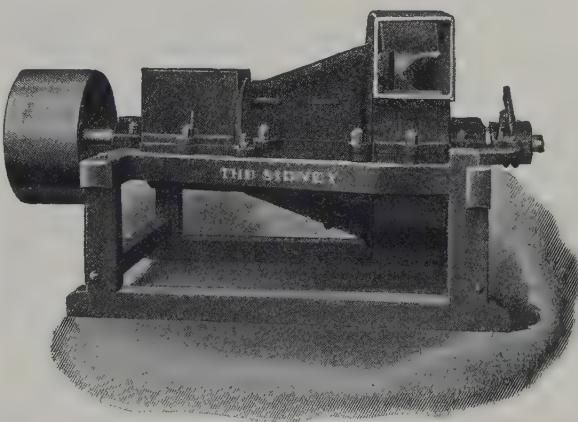


SIDNEY SHELLER AND BOOT COMBINED. Patent Pending.

No hoppering to Boot. No paddles to discharge grain. Saves cost of Elevator Boot. Boot pulley independent of sheller shaft. Made in all capacities and for any size cup.



THE SIDNEY REGULAR CORN SHELLER.

THE SIDNEY PITLESS FAN DISCHARGE SHELLER.
Patented Dec. 1, 1908.

Boot sets on level with Sheller. No hoppering.

Send us specifications for prices for large or small equipments; it will be a saving to you.

Are you going to install a **CORN SHELLER**? If so, ask us about the Sidney Line. Three different styles. Guaranteed to be the best and to give entire satisfaction.

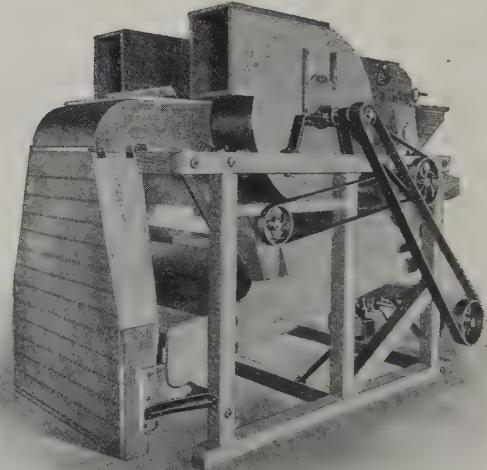
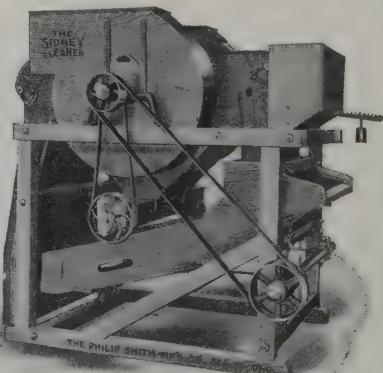


Right and
left hand con-
veyor feed to
suit location.



Side feed hoppers either right or left. Shellers with conveyor feed and side hoppers have greater capacity.

SIDE HOPPER.

THE SIDNEY OSCILLATING GRAIN CLEANER.
For Corn and Cobs, Oats and Wheat.

THE SIDNEY RECEIVING SEPARATOR.

THE PHILIP SMITH MFG. CO.
SIDNEY, OHIO
COMPLETE STOCK AT ENTERPRISE, KAN.

"Wanted" and "For Sale"

The rate for advertisements in this department is 15 cents per type line each insertion

MACHINES FOR SALE.

ALL MACHINERY of 50 bbl. roller flour mill for sale. Will sell all or part. Write to Jesse Beatty, Woodstock, Wis.

LARGE LINE OF VARIOUS MACHINERY for mill and elevator equipment; special low prices for quick sale. Also several small engines. Write for particulars to American Hominy Company, Indianapolis, Ind.

FOR SALE CHEAP, 1 engine, 1 boiler, heater, deep well pump, 30 in. rubber belting, pulleys, shafting, 2 oat clippers, hopper scale, screw and belt conveyors, 2 and 3 inch lumber and timbers at Toledo Elevator "C," corner Broadway & Wabash R. R. crossing. John J. Herrman, 301 St. Clair Bldg., Toledo, O.

ALL THE MACHINERY from the large Hyde elevator at La Crosse for sale, consisting of belts, grain cleaning machine, dust collectors, fans, 9 hopper scales with hoppers, seven elevators with belts, cups, boots and tank complete, pulleys, shafting, friction clutches, new cups, boxes, engine room machinery and many other items all at a bargain. La Crosse Wrecking Co., La Crosse, Wis.

MACHINERY FOR SALE.
1—24 h.p. Atlas automatic side crank steam engine.
1—42x12 Atlas steam boiler.
1—No. 4 Stillwell heater.
1—3x3x4 Smith-Vaile duplex pump.
1—45 ft. smoke stack and all fixtures with the engine and boiler.

Reason for selling we installed electric motors. The above plant was in use five years and everything is as good as new. If interested write Thomas Grain Co., Thomas, Okla.

SECOND HAND FOR SALE—Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foos; 1-19" Foos; 3 pair high roller mills; 2-9"x18" Noye, gear drive; 1-9"x15" Case; 1-7"x18" 3 pair high Alfree, belt drive; 1-7"x15" Alfree, 2 high roller mill. Separators: 1 No. 1½ Barnard & Leas milling, 1 No. 31 Barnard & Leas Receiving; 1 No. 258 Eureka Magnetic, 25 bu. cap.; 1 No. 258 Monarch Magnetic, 50 bu. cap.; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors: 1 No. 3 P, 1 No. 4 A, 1 No. 2-B Wilson Tubular, 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

SECOND HAND SEPARATORS. We must have room and offer the following machines at less than half the price of a new machine. They are guaranteed to be in good working condition, repainted and varnished, practically as good as new:
1 No. 5 Monitor Milling Separator, capacity 100 bus. per hour, pulley 8x5, speed 600.
1 No. 3 Barnard & Leas Dustless Counterbalanced Elevator Separator, capacity 2,000 bus. per hour, pulley 12x6, speed 500.
1 No. 7 Invincible Double Receiving Separator, capacity 800 to 2,400 bus. per hour, pulley 14x6½, speed 550.
1 No. 4 Richmond Milling Separator, capacity 125 to 150 bus. per hour, pulley 12x6, speed 600.
2 No. 8 Eureka Warehouse Elevator Separators, capacity 1,000 bus. per hour, pulley 10x6½, speed 600.
1 No. 9 Monitor Dustless Warehouse & Elevator Separator, capacity 900 to 3,000 bus. per hour, pulley 16x7, speed 500.
Most of these machines have extra sieves for corn, rye and oats. These will be included, providing they are on hand when machines are sold. Write for catalog No. 66G. E. F. Gump Co., Mill & Elevator Machinery, Chicago.

MACHINES FOR SALE.

TWO WESTERN SHAKER CLEANERS, No. 1½, capacity 800 to 1,000 bu. per hour, for sale. Address A. H. Richner, Crawfordsville, Ind.

ONE 25 H.P. STEAM ENGINE, one nearly new combined sheller and cleaner and one 10,000 bu. steel tank in excellent condition for sale. Fremont Eltr. Co., Fremont, Ohio.

SECOND HAND MACHINERY FOR SALE

CORN MILLING MACHINERY.

1 Smith Middlings purifier, No. 2.
1 Crescent Meal purifier and Grits Aspirator, No. 125.
1 Gray roller mill, 2 high, 9"x24".
1 Beal degerminator.
1 Beal steamer.
1 Nordyke & Marmon dryer.

1 Richardson automatic scale, one-half bu.
COTTON SEED MACHINERY.

1 Foos attrition mill, size 24".
1 Foos attrition mill, size 26".
1 Foos scalper, No. 2.
1 Cotton press, Gullette.
8 1900 Brown linters.
1 Gardner pneumatic condenser.
1 E. W. Ross self-feed cutter 16".

OIL MILLING MACHINERY.

1 Allbright & Neil filter press, 30 plates, 1½" pipe conn.
1 Allbright & Neil filter press, 40 plates, 1½" pipe conn.
2 Stills 4 ft. x 16 ft. long, 5/16" steel.
6 Percolators, 11 ft. x 10 ft. high ¾" steel.
6 Percolators, 4 ft. x 27 ft. high, ¾" steel.
3 Steel tanks 9x12 ft., cap. 120 bbls.
Conveyors, all sizes, right and left hand.
Wood and iron pulleys, all sizes.
Boxes and hangers, all kinds and sizes.
Sprocket wheels and chains, all sizes.
Steel shafting, valves, pipe, flange couplings, tees, unions, elbows, all sizes. Nutriline Milling Co., Crowley, La.

STEAM ENGINES—BOILERS.

A 20 H.P. STEAM ENGINE and 25 H.P. boiler with 40 ft. of smoke stack. Chandler & Taylor Co. make. This engine has been run under careful conditions and is as good as new. Bryce Farmers Grain Co., P. O. Milford, Ill.

REBUILT ENGINES AND BOILERS.

ENGINES—CORLISS: 20x48 Wheelock, 18x36 Ohio Heavy Duty, 14x42 Hamilton, 14x36 Vilter, 12x36 Allis, etc.

ENGINES—AUTOMATIC: 15x14 Erie, 14½x16 Buckeye, 11x16x12 Buffalo Compound, 13½x15 Taylor, 13x16 Erie, 13x12 Harrisburg-Ideal, 13x12 Phoenix, 12x14 Green, 12x12 Armington & Sims, 11x16 Dallas, 10½x12 Buckeye, 10x14 Noyes, 9x12 Russell, 7x10 Atlas, etc.

ENGINES—THROTTLING: 16x22 H. S. & G., 14x18 Sinker-Davis, 14x14 Lewis Vertical, 12x16 Reed, 12x14 Gibbs, 12x12 Wells, 10x16 Bass, 10x12 Oil Well, 9x12 Ball, 9x10 Reed, 8½x12 Leffel, 7x10 O. & S., 6x8 Industrial, etc.

BOILERS—STATIONARY: 72x18 high pressure, 72x18 standard, 72x16, 66x16, 60x16, 60x14, 54x16, 54x14, 48x14, 44x14, 44x12, 42x12, 36x16, 36x12, etc.

BOILERS—FIRE BOX: 100, 80, 60, 50, 40, 35, 30, 25, 20, 16, 12, 10 and 8 h.p., etc.

BOILERS—VERTICAL: 50, 40, 35, 30, 25, 20, 16, 12, 10, 8, 5 and 3 h.p., etc.

HEATERS: All sizes, open and closed.

PUMPS: All sizes, single and duplex.

MISCELLANEOUS: Saw mills, lathe mills, edgers, cut-off saws, re-saws, blowers, exhaust fans, tanks, etc. Write for list. Also full assortment of new machinery. Sole manufacturers of the celebrated "Leader" Injectors and Jet Pumps. Send for circular. The Randle Machinery Co., 1748 Powers St., Cincinnati, Ohio.

STEAM ENGINES—BOILERS.

1 40-H.P. BASS MARINE BOILER for sale. In good condition and only slightly used. Address C. F. D., Box 5, Grain Dealers Journal, Chicago, Ill.

FOR SALE CHEAP 24 h.p. Atlas steam engine and boiler equipment complete; good as new. No. 1 Western Gyrating cleaner; large size Boss car loader. L. F. Webb Grain Co., Weldon, Ill.

GASOLINE ENGINES.

50 H.P. 2 CYL. MILLER GAS engine for sale. Guaranteed in first class condition. Will sell cheap. Cartwright & Headington, Portland, Ind.

1 12-H.P. GASOLINE ENGINE for sale. In good condition. Will sell cheap. Address F. D. C., Box 5, Grain Dealers Journal, Chicago, Ill.

17 H.P. GAS OR GASOLINE engine for sale. Fairbanks make, self starter. Michigan City Paper Box Co., Michigan City, Ind.

30 H. P. LOZIER GASOLINE ENGINE for sale. Good as new. Lincoln, Springfield Coal Co., Old Colony Bldg., Chicago.

IF YOU HAVE a gasoline engine for sale advertise in the "Gasoline Engines" column of the Grain Dealers Journal and get quick results.

ONE 22 H. P. FAIRBANKS-MORSE gasoline engine. Guaranteed in good operating condition. Thoroughly overhauled at \$300. Grayson Mill & Grain Co., Van Alstyne, Texas.

GAS AND GASOLINE ENGINES for sale. One 3 h.p. McMullen, one 3 h.p. Backus, one 5 h.p. Termaat & Monahan, vertical, one 15 h.p. Nash, vertical, one 15 h.p. Otto, one 20 h.p. Hudson, one 50 h.p. improved Miller, also a large stock of electric motors. Send for our monthly bargain sheet showing complete stock with net prices. Gregory Electric Co., 16th & Lincoln Sts., Chicago.

GASOLINE ENGINES FOR SALE.

30 H.P. Nash.
25 H.P. Columbus.
25 H.P. Fairbanks Morse.
22 H.P. Fairbanks Morse.
15 H.P. Fairbanks Morse.
12 H.P. Fairbanks Morse.
6 H.P. Fairbanks Morse.
4 H.P. Fairbanks Morse.
12 H.P. International Howe.
Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

GASOLINE ENGINES FOR SALE.

1—18 H.P. Olds gasoline engine.
1—18 H.P. Otto gasoline engine.
1—12 H.P. Fairbanks-Morse engine.
1—28 H.P. Fairbanks-Morse engine.
1—9 H.P. Badger engine.
1—12 H.P. Badger engine.
1—5 H.P. New Era engine.
1—2 H.P. Ideal engine.

All of the above engines have been carefully overhauled, repaired and repainted and are in first class condition. Gas Power Engineering Co., 262 East Water St., Milwaukee, Wis.

ELEVATOR SUPPLIES.

GRAIN TESTERS—Three sizes, one pint, one quart, and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, O.

The GRAIN DEALERS JOURNAL.

ELEVATORS FOR SALE.

ELEVATOR AT BENTON, KANSAS. for sale. Just completed. Only elevator in town. Address G. G. Wiechen, Gardenplain, Kansas.

TWO MODERN GRAIN ELEVATORS for sale, storage capacity 125,000 bu. Well located, near Ft. Worth and Dallas. Bargains, terms. Address V. I. S., Box 2, Grain Dealers Journal, Chicago, Ill.

CENTRAL INDIANA. For sale new modern up to date 10 M bus. elevator in excellent grain territory in Cen. Ind. Not selling for want of business. Coal business a side line. Address O. R. D., Box 3, Grain Dealers Journal, Chicago, Ill.

SOUTH OKLA. Wanted to sell 4-70 saw gin and 25,000 bu. elevator, combined or separately; all or half interest; located in one of finest sections of South. Okla. Terms liberal. Address X. Y. Z., Box 11, Grain Dealers Journal, Chicago, Ill.

NORTHEASTERN KANSAS. For sale, two elevators in one town in Northeastern Kans. No competitor. Best proposition in the state. Want to retire. Price for both houses, \$15,000. Address S. T. R., Box 1, Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS. For sale, 15,000 bu. elevator on Wabash R. R. in Cent. Ill. in good corn, oats and wheat belt; good black tilled soil, good crops. Offer cheap; good reason for selling. This is a bargain. Address D. O. N., Box 3, Grain Dealers Journal, Chicago, Ill.

WISCONSIN. For sale at a bargain, elevator and warehouse located in one of the best towns in Northern Wis. Finest hay, grain and potato section in the state. Capacity 70,000 bu. grain, 50,000 bu. potatoes, 600 tons of hay. Feed mill in connection. For further particulars address Farmers' Produce Co., Chippewa Falls, Wis.

SOUTHWESTERN MINNESOTA. Line of elevators in Southwestern Minn. for sale. Doing a good business. Local and crop conditions never better; houses in good repair, equipped with all modern machinery. Full particulars on application. Address Minn., Box 4, Grain Dealers Journal, Chicago, Ill.

WILL SELL MY INTEREST in a 15,000 elevator, 6,000 bus. corn crib on Great Western Ry. Corn sheller, cleaner, good coal sheds and lumber yard all under roof. Large territory, only one competitor. Population of town 1,500. Will trade for a good farm in Iowa or Dakotas. For further particulars address Wm. Sinram, Clarksville, Iowa.

NORTHWESTERN OHIO. For Sale—Grain elevator and warehouse, county seat town of 4,000, Northwestern Ohio, shipping 250,000 bus. grain annually; doing retail business of \$36,000 per year. One of the best grain points in Ohio. Price reasonable, $\frac{1}{2}$ cash, balance easy terms. Also for sale, 4 grain elevators in grain belt Northwestern Ohio, doing prosperous business; prices \$4,000, \$5,000, \$6,000 and \$9,000. One-third cash, balance easy terms. Address E. W. Newton, Ohio Building, Toledo, Ohio.

OKLAHOMA. For sale two elevators capacity 15,000 bu. Warehouse 16x42 ft. chop mill in warehouse with capacity of 300 to 600 sacks daily; coal bin 14x30 ft.; hold 200 tons. All on Rock Island Ry. Oklahoma town of 4,000 inhabitants. These elevators handle 90,000 bu. corn, 50,000 bu. wheat, 25,000 bu. oats, 20,000 bu. kaffir corn, beside seed, such as rye, cane, millet, etc. Good retail coal, feed and wholesale flour business. Retail coal sales 900 to 1,100 tons annually. Retail feed \$10,000 to \$11,000 per year; wholesale flour 18 to 20 cars annually. Will sell all for price of one. Act quick. A fine wheat and oat crop just beginning to move. Good corn crop assured. Address H. A. L., Box 2, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

IF YOU WANT to sell your business write to the Manager of the Want Dept., Grain Dealers Journal, Chicago, Ill.

TWO ELEVATORS OF 25,000 and 12,000 bus. capacity for sale. Doing good business, good territory. Address Pearson & Hayton, Marshall, Okla.

15,000 BU. CRIBBED ELEVATOR on the Rock Island, 40 miles from Omaha in the corn belt of Iowa. A money maker. Address Omaha, Box 4, Grain Dealers Journal, Chicago.

NORTHERN OKLA. 25,000 bu. elevator in No. Okla. Kay Co. Best corn, wheat and oat country in the state. Fine oat crop, fair wheat and good prospects for corn. For particulars address Box 742, Blackwell, Okla.

ELEVATOR AND FLOUR MILL for sale. A proposition very seldom in the market. Situated in one of the best towns in northwestern Ohio. One of the best paying institutions in the state. A bargain of real merit. Open for inspection. Manns & Bower, 507 Gardner Bldg., Toledo, Ohio.

NEW ILLINOIS ELEVATOR of 15,000 bu. capacity for sale. Only house at station. Ships 80,000 to 100,000 bu. per year. Can engage in coal or lumber without competition. Extra bargain. Address S. A. B., Box 1, care Grain Dealers Journal, Chicago.

CAVALIER CO., N. DAK. A good 35,000 bu. capacity elevator for sale in Cavalier Co., N. D. House in good repair and first class in every respect. Crops good; will make terms. Must sell on account of wife's health. Address A. P. R., Box 4, Grain Dealers Journal, Chicago.

5,000 BU. OHIO ELEVATOR on the Penn. R. R. for sale. Only dealers here. Good grain country. Large coal business in connection; also do good business with flour, salt, cement, plaster, lime and posts. Address L. O. W., Box 4, Grain Dealers Journal, Chicago.

SOUTHERN INDIANA. 30,000 bus. ear corn steam elevator on Southern & Big 4 R. R. 300,000 bus. Wabash River corn tributary. Only elevator at station; splendid crop this year. Will sell at half cost. Owner non-resident. Address Ind., Box 5, Grain Dealers Journal, Chicago.

NORTH CENTRAL IOWA. For sale, good modern elevator in No. Cen. Ia. Modern house, 20,000 bu. capacity. Best farming country in Iowa. Handled 125,000 bus. past year; fine crop this year; good coal, feed and salt business in connection. No farmer elevator competition. Best of reasons for selling. Will sell right, but must be cash. Address Central, Box 4, Grain Dealers Journal, Chicago.

ILLINOIS. Two new modern elevators in corn belt of Ill., each 30,000 bu. capacity, do a business of 400,000 to 500,000 bu. yearly, on good margins, organized territory, no competition at either point. Do a nice implement business at both points. Good reason for selling; price \$25,000; make terms to suit; will sell either or both or half interest to right party. Further particulars address Rex., Box 10, Grain Dealers Journal Chicago, Ill.

OKLAHOMA. For sale, 5,000 bu. elevator, corn crib, warehouse, etc., in Oklahoma. Has Western dump sheller, capacity 500 bu. per hour; 15 h. p. Fairbanks-Morse gasoline engine, with throttling governor feed. Stover chop grinder, capacity 400 to 600 sacks per day. Have retail feed business also. On Frisco Ry. town of about 500 inhabitants. This elevator handles 35,000 to 40,000 bu. wheat, 15,000 bu. oats, 75,000 to 100,000 bu. corn, also some kaffir corn, cane seed, millet, etc. Good oat and wheat crop just beginning to move. Address R. A. S., Box 2, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

KANSAS. Elevator and 200 bbl. mill for sale. Paying 30 per cent. Bargain; no trade. Full information. Write Jno. T. Chaney & Co., Topeka, Kans.

ELEVATOR IN KANSAS and exclusive grain business for sale. Only elevator at station. Rich farming locality. Address C. O., Box 5, Grain Dealers Journal, Chicago.

IF YOU WANT TO SELL YOUR BUSINESS write to the Manager of the Want Dept., Grain Dealers Journal, Chicago, Ills.

ELEVATOR IN WESTERN OHIO on Big 4; cap. 15,000 bu. Good grain country; no competition; good retail trade of flour, feed and coal. Price \$6,000. Address W. R., Box 5, Grain Dealers Journal, Chicago.

NORTHEASTERN ILLINOIS. For sale, \$6,500 or rent \$75 per mo., 30 M. cribbed first class elevator. Receipts about 200,000. No competition. Address M. E. Y., Box 5, Grain Dealers Journal, Chicago.

GOOD ELEVATOR IN NORTHERN IOWA for sale. Handles a large amount of grain and coal and crop largest in ten years. Address Mac., Box 4, Grain Dealers Journal, Chicago, Ill.

NORTHEASTERN INDIANA. For sale. Line of 5 elevators ranging in size from 10 to 20 M. bus. capacity and located in thriving towns in Northeastern Ind. Will sell together or separately. Address D. F. C., Box 5, Grain Dealers Journal, Chicago, Ill.

ELEVATOR IN NORTHERN IOWA doing good business, no competition. Past results will show property will pay a high rate of interest on the investment. Cash trade only. Address Iowa, Box 5, Grain Dealers Journal, Chicago.

INDIANAPOLIS. For sale or trade, a good 40,000 bu. elevator at Indianapolis equipped for local and transfer business; coal business in connection, handling 250-300 cars. Wholesale hay and feed. For full particulars address 612 Board of Trade Bldg., Indianapolis, Ind.

SOUTHERN KAN., 10,000 bu. elevator on A. T. Ry., for sale at a bargain or trade for good land. One of the best towns and grain centers in Southern Kans. Corn sheller, corn and wheat cleaner, automatic weigher. All in good condition. Address D. & K., Box 1, Grain Dealers Journal, Chicago, Ill.

TEXAS ELEVATOR FOR SALE. Capacity in bins 20,000 bu. Warehouse storage, 10 cars, hay storage, 20 cars; ear corn crib, 2,000 bus.; cotton seed warehouse, 2,000 bu.; 1,000 tons coal storage. Equipped with all machinery. Can handle with least expense 5 cars in and out daily. Town 8,000 and good grain point. One block from Santa Fe R. R. Address Texas, Box 5, Grain Dealers Journal, Chicago.

CENTRAL IOWA. For sale, one 10,000 bu. elevator on owner's ground, shipping 140,000 bu. grain annually, no competition, on Inter Urban Ry., choice of 8 railroads to ship over, together with good general stock of merchandise suitable for country trade. Would invoice \$3,500 or better. Easy terms. Off the market after Sept. 25, 1910. Address A. N. T., Box 5, Grain Dealers Journal, Chicago, Ill.

NORTHWESTERN OHIO. 15,000 bu. capacity; nearly new elevator in N. W. Ohio for sale. Situated on the L. S. & M. S. Ry. grounds. Gasoline power; attrition feed grinder. Elevator handled last year 100,000 bu. grain, mostly oats and wheat. This year and July and Aug. over 40,000 bu. Coal sheds in connection. Cost over \$7,000; price \$6,000, \$2,000 cash, balance yearly payments \$1,000 each. Don't write unless you mean business. Address Western, Box 5, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

OKLAHOMA. For sale 25,000 bu. elevator. Built two years ago and in good repair. Machinery all up to date; a Foos gas engine 22 h.p., gas 20c per thousand; cheapest fuel on earth. 150,000 bu. of corn will be shipped from here this season, besides about 20 cars of oats. This is a bargain. No competition; only elevator in town. Best location in Okla. Reason for selling is old age and poor health. Price \$6,000; terms to suit purchaser. Address W. L. Harris, Inola, Okla.

ELEVATORS WANTED.

ELEVATOR WANTED in exchange for good improved farm. Give full description and price. Address Inde, Box 6, Grain Dealers Journal, Chicago.

IF YOU WANT TO BUY an elevator make it known to the grain elevator men of the country by advertising in the "Elevators Wanted" column of the Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED. Eight acres choice central Nebr. land, every foot good rich land with good crops, will exchange at honest value for northeastern Kans. or southeastern Nebr. elevator. L. L. Coryell, Auburn, Nebr.

HAVE A FINE RESIDENCE property in Ill. county seat town to exchange for elevator in Central Ill., Ind. or Ohio. Will pay difference. Don't object to side lines. Address R. E. M., Box 1, Grain Dealers Journal, Chicago.

ELEVATOR BROKERS.

ILLINOIS. I have some good elevators at reasonable prices for sale. Also several good improved farms in Ford county, Ill., from \$130 to \$150 per acre. Address A. R., Box 5, Grain Dealers Journal, Ch.cago, Ill.

FOR SALE. Bargain in elevators in Indiana, Illinois, Iowa, Kansas, Oklahoma and other states. Write for descriptions stating location preferred. Iowa Mill & Elevator Brokers, Independence, Iowa.

ELEVATORS FOR SALE. All kinds from \$2,500 up. Some special bargains this month. Am sure I can suit you. Write and make an appointment to look them over. Address James M. Maguire, Campus, Ill.

Grain Buyers Weight and Copy Book No. 66

Is designed for agents of line companies, to use in keeping record of each day's purchases. Sending carbon copy to home office and retaining original. It saves labor and time and prevents errors in copying.

This book is 12x12, contains 225 pages and has room to record 7,425 loads in duplicate. Each page has duplicate printing for column heads of Gross, Tare and Net weights and the page is perforated down the middle from top to bottom, so that half of it folds back on the inside half, bringing the duplicate printing on half of the page over the printing on the under half, so that when a carbon paper is inserted between the leaves formed by folding back the page, an exact duplicate is made of the original entry.

A sheet of pressboard 6x12 inches is furnished with each book. It is placed between the pages and makes a good writing surface. Three sheets of carbon paper are furnished with each book.

The book is well bound in heavy board covers. Price, \$2.00.

GRAIN DEALERS JOURNAL
255 La Salle St., CHICAGO, ILL.

MILLS FOR SALE.

A MODERN 75 BBL. FLOUR MILL for sale or trade. Water power; good condition; running. Address Mill, Box 4, Grain Dealers Journal, Chicago.

30 TO 40 BBL. FLOURING MILL and dwelling for sale on account sickness. Fine buildings. Will send photos if interested. C. J. Bickhart, St. Paul, Ind.

100 BBL. MILL for sale. Concrete building, built three years ago; modern machinery; location best in Michigan; electric power; good reason for selling. Address Mich., Box 3, Grain Dealers Journal, Chicago, Ill.

\$6,000. GRIST MILL, electric and steam power; capable manager; net profits from April 12, 1909, to Feb. 1, \$1,700; terms, including residence, \$4,000 cash, balance on mortgage. L. G. Tinckelbaugh, P. O. Box 53, Point Edward, Ont., Can.

FLOUR MILL FOR SALE. 60 bbl. per day patent roller flour mill, also has corn and feed mill; 50 h.p. automatic engine; all machinery up-to-date and everything needed in a first class merchant and custom proposition. Located in a four-story brick and stone 30x40 building, on about three acres of ground, at a county site less than 75 miles from St. Louis and in one of the best wheat growing sections of Missouri. Price \$12,000. Will take \$8,000 for perfect title, \$3,000 cash, balance terms to suit. W. A. Webber, 617 Wainwright Bldg., St. Louis, Mo.

MILLS WANTED.

WANTED TO BUY FEED MILL doing nice business in a live town. Prefer small concern and located in Southern Kans. or Northern Okla. Will consider any deal. Have some cash. Address O. K. Kansas, Box 5, Grain Dealers Journal, Chicago.

MISCELLANEOUS FOR SALE

MEMBERSHIP in Chicago Board of Trade for sale. Address Mrs. Arthur R. Sawers, 419 W. 62d St., Chicago, Ill.

MISCELLANEOUS WANTED

WANTED ELEVATORS TO BUILD, repair or remodel. Let me quote you before building. Can furnish A1 references. Address A. J. Corey, Beaver Crossing, Nebr.

BUYERS AND SELLERS

of grain elevators. You can make your wants known quickly by advertising in the "Elevators for Sale and Wanted" columns.

BUSINESS OPPORTUNITIES.

IF YOU ARE SEEKING A BUSINESS write to the Manager of the Want Ad. Dept. of the Grain Dealers Journal, Chicago, Ills.

IOWA. For sale grain and coal business Iowa. Might consider good clear land for part payment. Give full description. Address G. & C., Box 3, Grain Dealers Journal, Chicago, Ill.

NORTHERN ILLINOIS. Will sell for cash or part cash and part clear real estate, grain elevator, lumber shed, coal shed, grocery store and good residence at Alworth, on I. C. Correspond with Joseph Ball, care Carpenter & St. John, Winnebago National Bank Bldg., Rockford, Ill.

CENTRAL IOWA—Will sell for cash profitable business in grain, coal, flour, salt and mill feeds. Good 20,000 cribbed elevator, coal sheds and warehouses in good repair. Handle about 100 cars yearly. Good town in Cen. Ia. Price and terms reasonable. Address M. H. C., Box 1, Grain Dealers Journal, Chicago, Ill.

INFORMATION.

ADDRESS WANTED of John Z. Schmidt, formerly of Huron, S. Dak. Address A. D. D., Box 4, Grain Dealers Journal, Chicago.

ADDRESS of E. J. Bastin, formerly located at Tulsa and Clinton, Okla., wanted. Wm. Murphy, Board of Trade, Kansas City, Mo.

ADDRESS of J. D. McDonald, who without any authority from us collected money for the Grain Dealers Journal in Ohio recently. Grain Dealers Co., Chicago, Ill.

READERS DESIRING to learn by whom, or where any grain handling machine or device is made can generally obtain it promptly by addressing Information Buro, Grain Dealers Journal, Chicago, Ill.

PRESENT ADDRESS of Geo. G. MacDonald, formerly manager for J. C. Bradley at Delia, Kan., wanted. He is a blonde 5'8" and weighs about 175 lbs. First two joints of second finger of right hand are off. Address B. C. D., Box 4, Grain Dealers Journal, Chicago.

GRAIN TABLES FOR SALE.

NO BUYER of grain would do without Zellers Comprehensive Grain Tables if he knew how much time and money he could save by using them. Open the book and in front of you is the weight, number of bushels, price and value. No figuring necessary. The greatest labor saving tables ever published. Price \$2.50. Address Zellers Publishing Co., Hooper, Nebr.

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

190

Gentlemen—Enclosed find One and $\frac{50}{100}$ Dollars (\$1.50) for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

Name of firm.....

Post Office.....

Capacity of Elevator

bus.....

State.....

SCALES FOR SALE.

SCALES for elevators and mills, lowest price. Chicago Scale Co., Chicago.

MODERN RAILROAD TRACK SCALE in first class condition for sale. Geo. C. Bagley Elev. Co., Minneapolis, Minn.

ONE 20,000 LB. HOPPER SCALE for sale cheap. Good as new. People's Grain, Coal & Live Stock Co., Upland, Nebr.

SCALES of all kinds repaired, rebuilt and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

SCALES FOR SALE. Slightly used or rebuilt scales, guaranteed in good condition at half price. 100 ton, 42 ft., 50 ton, 44 ft., Standard; 80 ton, 42 ft. and 60 ton, 38 ft., Fairbanks; 10 ton, 14 ft., 6 ton, 14 ft., 5 ton, 14 ft., Fairbanks wagon; 3,500 lb. Dormant, Fairbanks, several portable scales; all offered subject to prior sale; also new scales; all sizes to 200 ton capacity, for sale or exchange. The Standard Scale & Supply Co., 1345 Wabash Ave., Chicago, Ill.

HAY PRESSES FOR SALE.

TWO FULL CIRCLE ALLIGATOR, 17x22 presses in working order; \$100 takes choice press. Address The United Hay & Supply Co., Coldwater, Ohio.

AT HALF ITS VALUE, one Alligator full circle box hay press and straw press, 17x22 for sale or will exchange for a good lime grinder and pulverizer. H. C. Kyner, Shippensburg, Pa.

BUILDING MATERIAL.

2 MILLION FT. 2x6, 2x8, 2x10 hemlock cribbing; all size timbers, boards and ready roofing. J. G. Ruel, 7337 Stoney Island Ave., Chicago.

FOR SALE CHEAP, 3 million ft. 2x6, 2x8 W. P. cribbing, long timbers, corrugated iron; also 21 Fairbanks-Morse scales. Ruel & Carr, Wreckers, Toledo & Wabash Elevator No. 5, Foot Courtland Ave., Toledo, Ohio.

AUTOMOBILE SUPPLIES.

AUTO TIRES, first quality cases, fresh stock. 28x3, \$13.35, tube \$3.50, 30x3, \$14.35, tube \$3.75, 30x3½, \$20.70, tube \$4.50, 32x3½, \$21.75, tube \$5.00, 34x3½, \$23.75, tube \$5.25, 30x4, \$27.70, tube \$5.75, 32x4, \$30.70, tube \$6.25, 34x4, \$33.50, tube \$6.75. Send 15% of amount of order and I ship, allowing examination. Send post office or express money order. All previous prices withdrawn. Wm. Vanderpool, Jamestown, Ohio.

ACCOUNT BOOKS FOR SALE BY GRAIN DEALERS JOURNAL, CHICAGO**Grain Receiving Register**

This book is designed to facilitate the work of the country grain man in keeping a record of wagon loads of grain received.

At top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each book has 100 pages, 8½ x 14 inches, and each page 40 lines, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on linen ledger paper, and substantially bound in extra heavy canvas covers. Order Form 12AA. Price \$1.50.

GRAIN DEALERS JOURNAL, 255 LaSalle St., Chicago, Ill.

SITUATIONS WANTED.

A YOUNG MAN of good habits desires position with good grain firm where there is a chance to work up. Address F. K. F., Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATOR SUPERINTENDENT wants position. Several years experience. Can furnish first class reference. Address B. I. N., Box 4, Grain Dealers Journal, Chicago, Ill.

WANTED—POSITION by young man 25 years of age; 4 years' experience. Expert gasoline engine; good bookkeeper; best reference. Go anywhere. Address Ed., Box 4, Grain Dealers Journal, Chicago.

MANAGER OF ELEVATOR, either with a mill or a country station, wants position. Have had 25 years' experience and can give references. Address A. C. P., Box 3, Grain Dealers Journal, Chicago.

GRAIN BUYER OR local manager wants position in some town in So. Dak. or Western Minn. Five years' experience. Best references. Address F. A. N., Box 1, Grain Dealers Journal, Chicago, Ill.

MANAGER OF COUNTRY ELEVATOR wants position with some line company. Seven years' experience; single and can go any place. State salary. Address Robt. Box 3, Grain Dealers Journal, Chicago, Ill.

A YOUNG MAN of good habits and college education desires position with good grain firm where there is chance for advancement; no previous experience. Will start work on \$50 per month. Address S. R., Box 4, Grain Dealers Journal, Chicago.

SUPT. OF TERMINAL ELEVATOR in the North West for the past six years wants position connected with the grain business. Age 30, married. Best of references. Address Frank, Box 4, Grain Dealers Journal, Chicago.

YOUNG MAN 27 YEARS OF AGE wants position as manager of country station. Seven years' experience in Ill. Can give bond and furnish reference from leading track broker, also local grain merchants. Address E. L. B., Box 5, Grain Dealers Journal, Chicago, Ill.

WANT A JOB as grain buyer, manager of an elevator, engineer, traveling solicitor or any position connected with the grain business? If so, make your wants known to progressive grain dealers who are in need of experienced help through the "Situations Wanted" column of the Grain Dealers Journal.

SITUATION WANTED. Capable man of 37, married, competent bookkeeper and accountant, two years' experience in grain, feed and seed business, reliable and sober, would like to secure connection with some reliable company. Preferably Wisconsin or Minnesota. Willing to invest from \$1,500 to \$2,000 with going profitable business. Best of references. Address C. W. J., Box 4, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

LADY STENOGRAPHER AND BOOKKEEPER wants position on Board of Trade, Chicago. Part day. References. E. M. Vetter, 5422 Wayne Ave., Chicago, Ill.

WANTED, MANAGEMENT grain business. Eighteen years' experience; forty years old; married; experience had in Illinois. Address 4626 Evans Ave., St. Louis, Mo.

TWO YOUNG MEN want position with some good elevator company or milling company to buy grain. Have had 15 years' experience with all kinds of grain. We are both 35 years of age and can go anywhere. Parties in need of two good grain men can secure same by writing us. State salary you can pay in first letter. Best of reference furnished. Can come at once. Address Berry & Bibb, Pedlar Mills, Va.

HELP WANTED.

WANTED a first class wheat buyer, a good judge of hard wheat and a young man. Must speak German and English. Write quick. W. J. Madden, Hays, Kansas.

EXPERIENCED HELP, such as managers for country stations, foremen, auditors and employees need in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.

WANTED—Good wide-awake man who has handled both grain and lumber for a station in Wisconsin. Nothing but hustler need apply. State age, married or single and salary expected. Address Wis., Box 5, Grain Dealers Journal, Chicago.

PARTNERS WANTED.

YOU CAN SECURE a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

WANTED—PARTNER in an established cash grain business in Indiana or will sell entire business; ill health the reason. Address Partner, Box 5, Grain Dealers Journal, Chicago.

Corn and Oat Tables

—ON CARDS—

Clark's Tables for wagon loads reduce any number of pounds of shelled corn, rye, flaxseed, ear corn and oats up to 4,090 pounds to bushels of 56, 70, 72, 75, 80 and 32, 33 and 35 pounds. Printed in two colors on heavy Bristol board. Can be hung up beside scale beam for use by weighman. Price, delivered 50 cts.

Grain Dealers Journal

255 La Salle St. Chicago, Ill.

We have 2000 bushels of

CHOICE KHARKOF SEED WHEAT

For Sale

Write for prices and samples.

PAUL D. MILLER

RUSSELL

KANSAS

SEEDS FOR SALE.

RED CLOVER, MAMMOTH, CLOVER and alsike for sale. Write for samples and prices. S. Bash & Co., Ft. Wayne, Ind.

MINNESOTA GROWN Turkey red wheat for seed at \$1.30 per bu. on cars at Le Sueur, Minn. Sacks extra at wholesale. St. John Grain Co., Heron Lake, Minn.

SEEDS FOR SALE. Clover, timothy, millet, hungarian, red top and other field seeds. Write for prices. Illinois Seed Co., Chicago, Ill.

CLOVER SEED—Would like to get in touch with concerns buying alsike and clover seed. F. B. Stevens & Co., Chatham, Ont., Can.

ALFALFA SEED, grown in Artesian Valley for sale. Also cane, millet and kaffir corn. Write for prices. Meade Grain & Seed Co., Meade, Kans.

NEW CROP ALFALFA SEED. We are prepared to supply new crop alfalfa seed in car lots or less, for immediate shipment. Prices and samples upon application. Missouri Seed Co., Box 10, Kansas City, Mo.

RED RUSSIAN AND MEALY WHEAT for sale. Both smooth varieties, recleaned and graded. Yield this year 36 bu. per acre. Write for sample and prices. Fred J. Orth, Edwards, Ind.

FOR SALE. We make a specialty of Kentucky grown orchard grass and Kentucky fancy blue grass, car lots or less. Make your wants known. Louisville Seed Co., 104 S. Second St., Louisville, Ky.

JOHNSON GRASS SEED. Now in position to supply reasonable quantity choice, new crop seed. Suggest early purchases as crop is small and demand heavy. At close of last season could not be had at all. Pittman & Harrison Co., Sherman, Texas.

ALFALFA. For the wholesale trade only: We have a consignment consisting of 200 sacks European Dodderfree Alfalfa seed stored in New York. Ask for Crimson clover offers. Apply for sample and price to our representative. I. L. Radwander, 229 Broadway, New York, R. Liefmann Sons, Successor, Hamburg, Germany.

HAY WANTED.

HAY & STRAW WANTED—Correspond with us. W. J. Armstrong Co., Milwaukee, Wis.

THE TOLEDO FIELD SEED CO.
CLOVER AND TIMOTHY SEED
Consignments Solicited.
Send Us Your Samples.
ASK FOR OUR DAILY BIDS
TOLEDO, OHIO

WE BUY Timothy Seed and Clovers. Also Tailings containing Timothy, Red Top, Alsike etc., or Mixed Alsike and Timothy and Clover tailings. Send us samples of anything you have to offer, stating quantity and price.

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OKLAHOMA GROWN SEED CORN
Specially Selected and Distributed
by
J. E. FARRINGTON SEED HOUSE
Chickasha, Oklahoma

SEEDS WANTED.

WANTED BEARDLESS BARLEY. Fine quality. Send samples. Miami Valley Seed Co., New Carlisle, Ohio.

WE WANT TO BUY all kinds of field seeds, including rye, wheat and oats. Ohio Valley Seed Co., Evansville, Ind.

SEEDS WANTED—Clover, timothy, millet, hungarian, red top and other field seeds. Send samples. Illinois Seed Co., Chicago, Ill.

WANTED NORTHERN SEED RYE in car lots, also clovers, timothy and red top. Send samples stating quantity and price. Louisville Seed Co., 104 S. Second St., Louisville, Ky.

WE WANT medium, mammoth, alsike and alfalfa seed, also timothy. We will pay the highest market prices. If in the market to buy, ask for our samples. Kraus & Appelbaum, Columbia City, Ind.

Want a Job? —Advertise in the **Bituminous Wanted** columns of the **Grain Dealers Journal**.

GRAIN FOR SALE.

WHEAT, CORN, OATS AND KAFFIR corn for sale. Delivered prices made on request to any points in the U. S. Stevens-Scott Grain Co., Wichita, Kans.

GRAIN WANTED.

SALVAGE GRAIN. We buy grain salvage in any quantity, wet or dry. American Cattle & Poultry Food Co., Binghamton, N. Y.

NEW WHEAT AND OATS of every description wanted. Mail samples and name price delivered Philadelphia. Address L. F. Miller & Sons, Phila., Pa.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

THE ALBERT DICKINSON CO.

Clovers

Timothy

Flaxseed

Bromus inermis

Dwarf Essex Rape Seed

Main Office, CHICAGO, ILL.

SEEDS

Blue Grass

Orchard Grass

Millets, Hungarian

Redtop, Seed Corn

Peas, Beans, Bags, etc.

MINNEAPOLIS, MINN.

WE ARE DEALERS IN SEEDS

Timothy, Clovers, Millets, Etc.

Also Seed Grain

MINNEAPOLIS SEED CO. • **MINNEAPOLIS, MINN.**

WE BUY PURE SOFT WINTER WHEAT
CHOICE WHITE CORN (either ear or shelled)

Cincinnati official weights and grades final.

PERIN BROS.,

Millers

Cincinnati, Ohio

Genuine Texas Red Rust Proof Seed Oats

Selected and Recleaned. Even weight printed bags.
Car lots only.

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Fort Worth, Texas

WE PAY CASH FOR FIELD SEEDS.

Kaffir Corn, Milo Maize, Sunflower Seed

Send samples and quote prices. Can use the above in small lots shipped in cars containing choice yellow corn, standard white oats and choice feed barley.

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Established 1875
The M. G. MADSON SEED COMPANY
SEED GROWERS, IMPORTERS and MERCHANTS
MANITOWOC, WISCONSIN

SEEDS

Grain, Clover and Grass Seeds,
CHAS. E. PRUNTY,
7, 9 and 11 South Main St. SAINT LOUIS

THE INVINCIBLE Combination Scourer, Clipper and Cleaner

*Two machines in one at
about the one cost*

The best way to treat oats is to put them through this wonderful machine—it cleans, scours or clips, or all three on one operation.

To operate as a cleaner only a "carry-by-spout" is used, which brings into play the shaking shoe and screen action, as well as the air separation in the first and second separating trunks, making of this machine practically a receiving separator.

When used as a scourer or clipper the "carry-by-spout" is removed and the regular feed spout leading to the cylinder is inserted. This change is easily and quickly made.

For particulars and other information write nearest office.

Invincible Grain Cleaner Co.
SILVER CREEK, N. Y.

Represented by J. H. PANK, 512 Traders' Building, Chicago, Ill., Phone Harrison 687.
C. L. HOGLE, 828 Board of Trade, Indianapolis, Ind.

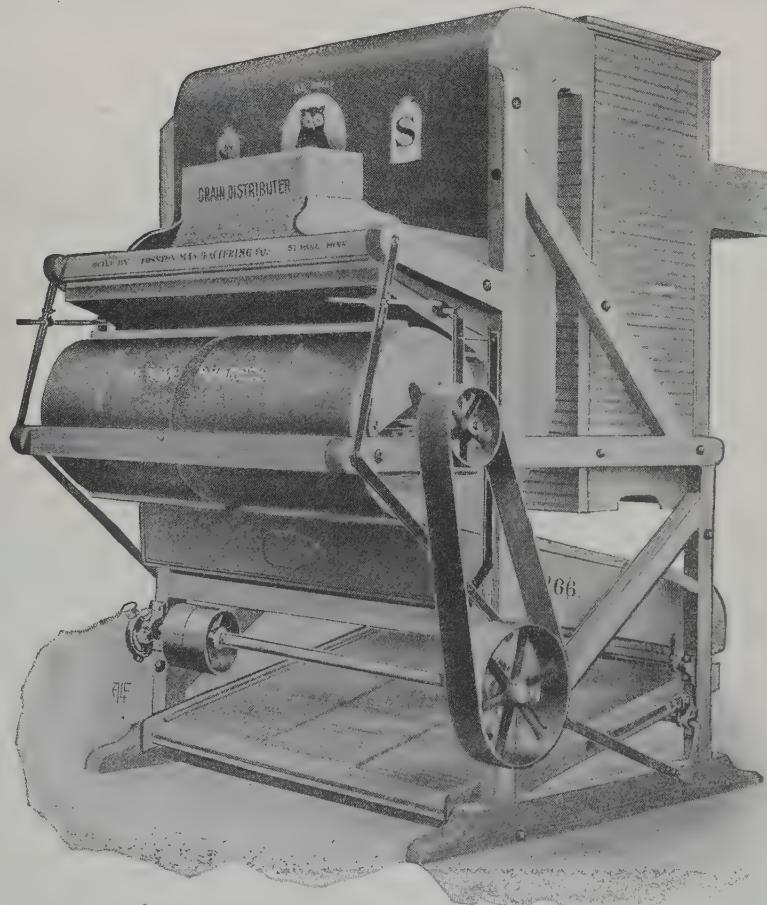
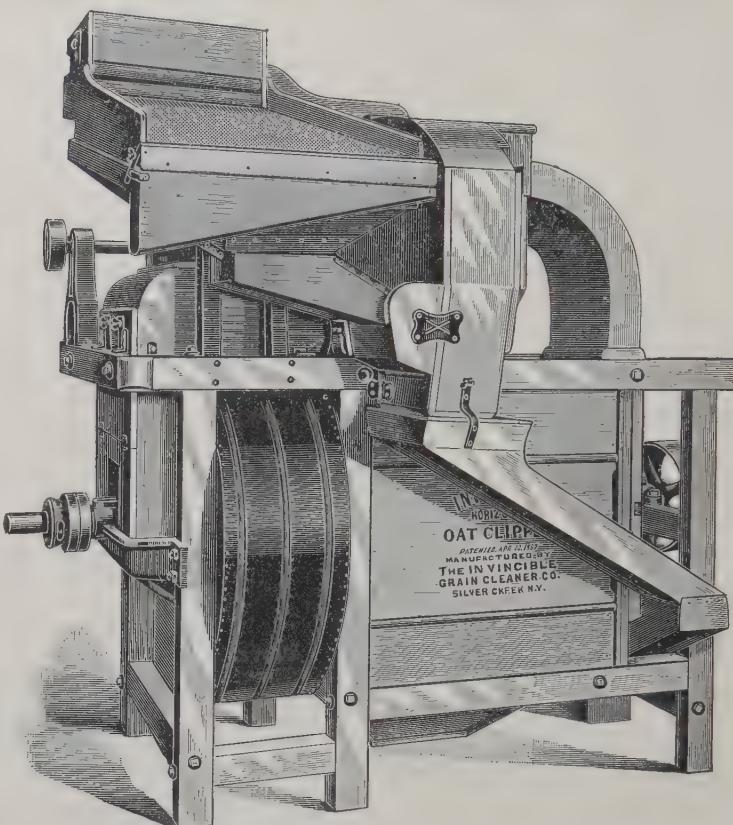
C. WILKINSON, 6027 Chestnut St., Philadelphia, Pa.

N. W. Representatives: STRONG-SCOTT MFG. CO., Minneapolis, Minn.

F. J. MURPHY, 225 Exchange Bldg., Kansas City, Mo.

FRANK E., Kingsbury Terminal Hotel, St. Louis, Mo.

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HOW TO SELL YOUR GRAIN NET and at a PREMIUM

If you will send for our new book; **Modern Methods of Grain Cleaning and Separating**, you will learn how elevator and warehouse operators, cleaning and separating their grain on a **NEW PROCESS**, are able to market their grain without dockage and at a price above the market.

Only actual facts and figures are given in this catalogue, taken from the books of the elevators and testified to over the signatures of the Managers.

The NEW PROCESS COMBINATION CLEANER AND SEPARATOR

is the latest invention in the grain cleaning machinery line and it separates and cleans grain on entirely different principles than any other machine. It will pay you to investigate the merits of **The NEW PROCESS** before deciding on any other make.

Be sure to send for our book at once.

Fosston Manufacturing Co.
Merriam Park, St. Paul, Minn.

GRAIN DEALERS JOURNAL

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10th and 25th of Each Month
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A Red Wrapper on your Journal means your subscription has expired.

The Advertising

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade place your announcements in the leading Journal.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome

Entered as Second-Class Matter Aug. 5, 1898, at the Post Office at Chicago, Ill., under Act of March 3, 1879.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., SEPTEMBER 10, 1910.

ONE MONTH from to-day the Grain Dealers National Assn. will hold its annual meeting in Chicago. Will you attend?

BUCKET-SHOPS seem to be thriving in some states, but public sentiment against them is continually gaining strength with encouraging prospects for their complete extermination.

JACK FROST is chasing King Corn with his usual eagerness, and reports from some sections seem to indicate that the crop is so backward all of it cannot hope to escape a slight nipping.

THE NEED of a magnetic separator ahead of smutters, clippers and cleaners was emphasized by a fire in a Chicago elevator recently which was started by sparks due to a nail getting into the smut machine.

OHIO'S experiment station is out with a new bulletin encouraging farmers to delay planting their wheat until the middle of October in hope of reducing the damage done by Hessian and wheat straw flies. A good move.

WOULD YOU GO AHEAD in your business? Then put your heart into it, study all features of it, learn it thoroly. Take a real live interest, and you will find an enjoyment in the solution of the problems which it daily presents.

MOVEMENT of grain has been so large of late idle box cars are not to be found and shippers with early contracts to fill may soon experience trouble getting cars, and disappointed in the delivery of grain even tho in a car.

IMPORTANT LETTERS should be mailed only in envelopes bearing a return card and instructions to postmaster to return within five or ten days, otherwise some of the country postmasters are likely to keep them for five or ten years and the grain spoil.

THE GRAIN DEALER who is kept busy buying, classifying and billing grain has no time to stand around with arms akimbo set and brag about the business he has done. He utilizes the spare minutes studying how and where he can best market the grain on hand at a profit.

THE NEW scale inspector of Kansas recently surprised a grain buyer by informing him that his scale was weighing 174 pounds against him on every load bot. It is reasonable to suppose that the owner of the scale did not think it necessary ever to have his weighing facilities inspected or overhauled.

ANOTHER twelve-year-old boy has been sacrificed to the children's privilege of playing about the elevator. The latest accident of this kind occurred at Wright, Kan., the boy being sucked into the grain and smothered. Many elevator owners are now posting signs at entrances warning children to *keep out*.

SHIPPERS who have lost much grain by leaking cars during recent years can now understand why Illinois Central cars have been such heavy leakers. Evidence in the car repairing graft suits recently presented shows that repairing Illinois Central cars consisted principally in recording their numbers and initials.

WE ARE pleased to report in our news columns, this number, that both a Kansas and an Indiana buyer have successfully sued farmers for failing to deliver farm produce sold, and collected the full amount of their damages. If all country buyers would stand for what is right and justly due them, none would be expected to stand a loss by reason of farmers failing to deliver grain sold.

DEFECTIVE telephone service has long proved a prolific promoter of irritation, misunderstandings and trade differences. Verbal contracts at best are legal in few states unless confirmed in writing. Hence it is but natural that the brokers of some centers should rise up in their wrath to protest most vigorously against the vexatious delays and irritating interruptions so common with many exchanges. Wichita brokers, after suffering long and patiently, protested so vigorously that their service was improved at least 100 per cent.

A MEMBER of the Chicago Board of Trade doing business at Marshalltown, Ia., has been suspended ninety days for reporting trades at false figures. If the offence merited suspension only, the man should have been suspended for ninety years. Such leniency is sure to encourage others to take the chance of escaping the 90 days.

CIVIL SERVICE rules are recognized as one of the great failures of modern government. Yet notwithstanding this fact the reform associations continue to work to have every government official placed under civil service rules. If political grain inspectors were under such rules they would still be responsible to politicians for their places, and frequent changes would result in no better grading than at present.

REPORTS of bulging, bursting elevators have commenced to reach us, indicating that receipts at country elevators are heavy and cars scarce. Both oats and wheat in many localities this year weigh much more to the measured bushel than for several seasons past, hence country elevator operators are able to place a greater weight in their houses, a fact they must take into consideration when loading bins to the roof.

SHIPPIERS WILL WATCH carefully the investigation being made by the Interstate Commerce Commission in an effort to learn if the railroads can justify the proposed advance in freight rates. The officers of the Illinois Central claim that the increase proposed will give it only \$37,000 additional revenue annually. How can this road justify any increase when for three years recently it paid one and one-half million dollars to the car repair grafters without even missing it?

THE MINNEAPOLIS Chamber of Commerce has by decisive vote declared against confining deliveries on contracts in that market to No. 1 Northern, and henceforth No. 2 Northern Spring, which now includes Velvet Chaff, may be delivered at a penalty of 3½ cts. a bushel. The generous yields obtained from Velvet Chaff have prompted the farmers to grow the grain in spite of the protest of the millers, and now that it has received recognition, more of it will probably be grown.

REMARKABLE as it may seem, a man at Duluth, Minn., was recently sentenced to twenty days in jail for sweeping grain from cars in the yards about the elevators. Ten years ago it would not have been possible to secure such a verdict, even tho the man had gone into the elevator and helped himself. Public sentiment has finally commenced to recognize the property rights of the grain shipper, and to discourage the man who, tho merely sweeping, may be tempted to steal from loaded cars.

THE BURNING of an elevator filled with grain at Madison, S. D., not long since was followed by the loading of 17 cars with barley and oats mixed and the loaders actually turned a stream of water on the grain to cool it off. When it arrived at Minneapolis it was necessary to use pick axes in order to remove it from the cars. If elevator men who suffer fire losses would simply exercise their own good judgment in the care of their property they would often materially reduce the loss to themselves and their fellow members of mutual insurance companies.

EVERY PARENT should read carefully the sad disaster which befell a three year old, which recently was permitted to play about an elevator in North Dakota. The fearful accidents frequently recorded in our news columns, of themselves, should be enough to warn even the most careless against permitting children to turn an elevator into a play house. If it is your desire to permit your children to play about your elevator, then for the sake of safety dismantle and abandon it as a grain handling institution. Those who are anxious to get rid of their children could do so much more expeditiously by tying them to the railroad track on any dark night.

THE EFFORT of railway attorneys appearing before the rate investigation conference to present evidence as to the profits of shippers should promptly be barred by the Interstate Commerce Commission as having no bearing whatever on the right of the railroad companies to advance freight rates. From time immemorial it has been the practice of railway freight agents to make rates all the traffic would stand; reason, fairness or justness have never had any consideration with the rate makers. It is time the old plan was discarded. Let the rates be measured by the service rendered, and thousands of inequalities and rank discriminations will be eliminated from the freight rate schedules.

RECENT EXPERIENCES of a shipper at Louisville, Ill., emphasizes the emphatic need of a reciprocal demurrage law. As he recites in his inquiry published elsewhere in this number, new hay which he loaded into cars ten to twenty days ago, still stands on his side-track. In such cases but two things are necessary, to have positive proof of the delay, and of the damage due to the delay. Some claim departments, but no jury, would deny a shipper's claim for proved damages. The great trouble with the average shipper's presentation of a case of this character, is that he is not well provided with facts supported with unimpeachable evidence. His own bare statements do not have much weight because he is interested.

AN ELEVATOR OPERATOR who each season cleans his elevator thoroly, white washes the inside and repaints the outside finds it profitable both as an advertisement and as an investment. After he has everything in apple pie order and the crop is about ready to move his sends a special invitation to each farmer of his neighborhood to visit his elevator on opening day. A light luncheon of coffee, lemonade, sandwiches and ice cream, as well as a glad hand help to convince the farmers that John Push is all right. He equips his house with everything necessary to assist in the improvement of grain before shipment and explains to his patrons that he is going to get the highest price possible for the grain they sell him for shipment. It interests the farmer, and helps his business.

WRITTEN CONFIRMATIONS of verbal contracts for the future delivery of grain are as necessary to the protection of the country shipper, who buys and sells grain over the telephone as for the protection of the track buyer in the central market. The laws of some states do not recognize verbal contracts for amounts in excess of \$50. Three years ago, some shippers defaulted on their sales because of their inability to obtain oats for delivery. Track buyers generally mail confirmation in duplicate same day, but if market conditions, did not make it advantageous for them to accept telephone purchases, they could in the absence of written confirmation deny or ignore the contract just as some shippers did three years ago. If the grain trade is to enjoy the great convenience of the telephone, then parties to telephone contracts must exercise greater caution in making them, and only enter into such contracts as they are willing to confirm quickly in writing.

ANOTHER SOUTHEASTERN road has got into trouble as the result of delivering a car load of oats without requiring delivery of B/L. Fortunately a Nashville bank with ample funds and a determination to stand for its rights is the sufferer in the case, and the N. C. & St. L. Ry. will be required to make good the value of the car load of oats, which the buyer secured without taking up draft or delivering B/L to the station agent at destination. So many of the railroads have ignored the owner of the B/L and released grain to buyers before they have paid draft, the wonder is more of them are not called upon to make up losses due to their lax methods. Experiences with cotton Bs/L during the past year should prompt the exercise of greater care, and it may be that the action of the European banks insisting that validation certificates shall accompany Bs/L will result in other reforms, and cause all parties to have more respect for Bs/L.

FIREPROOF elevators are being considered with ever increasing favor by country grain dealers, and here and there we find them erecting plants of reinforced concrete, brick, iron and tile, in which no wood is used. Elevator operators have come to recognize the advantages of eliminating fire hazards from their plants. Through the educational work being conducted by mutual fire insurance companies, the elevator men have come to recognize the advantage of so building that their business cannot be swept out of existence in a night, and that their cost for insurance can be reduced to a minimum.

THE INCREASING number of elevators being built at points along electric traction lines in Ohio, Indiana and Illinois promise to cut up the territory and increase the number of buyers as well as the competition. No doubt some would-be grain dealers in their eagerness to get facilities for handling grain will build at disadvantageous points which will prove unprofitable. These states have long been generously supplied with elevators, so that few farmers have far to haul their grain. If many new plants are erected, the yearly receipts are very likely to be so low some dealers will be unable to earn interest on their investment.

COMPENSATION ALLOWED grain shippers has never been satisfactory. No carrier has yet shown a willingness to pay anywhere near what the doors cost, and few of them seem disposed to furnish good doors. Remarkable tho it may seem, some carriers have refrained from furnishing any doors to some shippers in the past. The courts have decided that it is incumbent upon the railroad companies to furnish cars in a fit condition to transport freight in the form accepted for transportation, and without loss. The carriers taking grain from the large terminals keep men employed during most of the grain-moving season to cooper cars thoroly before they are given to the elevator for loading. It is their duty to do so everywhere. Failing to perform their duty, they should willingly compensate the grain shipper the full cost of the best door obtainable, and thereby discourage his using flimsy material to his own disadvantage and the increased cost to the railroad for grain lost. Better grain doors would surely materially reduce the number of leaks and the amount of shortages. Some railroads are reported to be furnishing door liners for favorite shippers as well as grain doors. The railroad which furnishes doors so weak no shipper is willing to use them single saves nothing, as many shippers put two and three thicknesses at each doorway, thus increasing the cost to a figure greatly in excess of cost of a good grain door, so the grain carriers' parsimony is often turned into an expensive extravagance.

WATERPROOF CEMENT basements and pits are coming to be recognized as one of the essentials of a modern elevator, and naturally few firms now think of building a new house without providing it with a heavy foundation and a cement lined basement. The heavy rains recently have caused dealers in many sections much trouble and some loss. Those in the neighborhood of Shelby, Neb., spent much time baling out water from their boots, pits and basements. Not only can this trouble be prevented, but the rats can be kept out, and the basement kept much cleaner, so that spilled grain is not wasted where cement is used liberally.

STATE ORGANIZATIONS NEEDED.

Several grain surplus states which in the past have been blessed with active grain associations, are now suffering from a lack of co-operation among their dealers. The trouble with most of the organizations which have gone by the board is that they limited their work to a narrow field of action. They overlooked opportunities to advance the common interests of everyone engaged in the grain business through the improvement of trade conditions, and the reformation of trade methods.

Some of the organizations were dominated by central market influences to their own detriment, and others whose members had no rights in the eyes of the freight traffic officials handling their business did not have sufficient backbone to demand recognition. Any grain trade organization which hopes to merit or retain the support of the regular grain elevator operators must do much to improve trade conditions.

Ample opportunity is afforded any man who is willing to work hard in each of the northwestern surplus states to organize a state association of elevator operators which would quickly receive the loyal support of a large number of men whose business is now suffering from abuses which practice and custom alone uphold. A live organization in either state could readily reduce the cost of doing business several cents per bushel, and at a relatively small cost to the individual supporters of the organization.

The price fixing methods of the ordinary trust are not desirable, and could not expect to receive the support of any considerable number of elevator operators, but chronic over-bidding could readily be checked by fostering friendly relations among competing dealers.

Japan's official forecast, issued Sept. 2, estimates the rice crop at .06 below the average.

The telegraf companies announce that the "franking" privilege is to be withdrawn from many who have enjoyed it, as the result of the amendment to the interstate commerce act.

Leaking in Transit.

Shippers who favor their brother sufferers by sending reports of cars they see leaking grain in transit, to the Grain Dealers Journal for free publication, encourage others to report their cars when seen leaking in transit. We have received reports on cars leaking grain as follows:

C. R. I. & P. 31682 passed thru Bremham sta., Greensburg p. o., Kan., Sept. 7, leaking wheat at end and corner.—S. L. Gamble, agt. O'Neil, Kaufman, Pettit Grain Co.

St. L. & S. F. 35039 passed thru Howe, Tex., Sept. 7, going south, loaded with wheat and leaking at both east and west doors and at south end.—J. A. Hughes, mgr. Howe Grain & Mer. Co.

C. M. & St. P. 20572 passed thru Hartley, Ia., Sept. 3, going east, with oats running in a stream out of the side door. Train did not stop.—C. H. Betts.

S. P. 17278 passed thru Culver, Kan., Sept. 1, going east loaded with wheat and leaking badly at lower end door.—Jno. E. Hughes, mgr. Culver Grain & L. S. Ass'n.

C. M. & St. P. 58178 passed thru Ventura, Ia., Aug. 29, leaking shelled corn at side of car. Train was going so could not fix car.—W. J. Leonard, mgr. Farmers Incorporated Co-op. Society.

C. G. W. 15278 passed thru German Valley, Ill., Aug. 27, eastbound, leaking yellow corn at side of car from a bulged or broken door post that had torn several sheathing boards loose at the bottom. Train did not stop.—T. J. Cordes, mgr. The H. A. Hillmer Co.

I. C. 20185 passed thru Austinville, Ia., on Extra 48, eastbound, Aug. 25, leaking corn at east post of south door.—W. G. A., H. Austin.

C. M. & St. P. 63606 set on switch at Plain City, O., Aug. 23, leaking oats badly; end torn loose above drawbar, causing great loss of grain; can not be repaired with grain in car.—C. C. Tagert.

C. & N. W. 112788 came into Milroy, Minn. Aug. 22, leaking wheat on the side. I drove in two nails and stopped the leak.—Theo. Larson, agt. Springfield Milling Co.

C. I. L. 9996 passed thru Winchester, Ind., about Aug. 22, going east, leaking wheat badly on one side.—Goodrich Bros. Hay & Grain Co.

Big Four 14245 passed thru Winchester, Ind., Aug. 19, going east, leaking oats badly at one side of car.—Goodrich Bros. Hay & Grain Co.

R. I. 20256 passed thru Pana, Ill., leaking oats at south door on or about Aug. 18.—James F. Umpleby.

C. O. & G. 27334 passed thru Sulphur Springs, Ia., Aug. 17, leaking oats at draw bar—good white oats.—Ed. Daniels, Jr.

P. & L. E. 30125 passed thru Winchester, Ind., Aug. 13, going east, leaking oats badly on south side. No car door on south side.—Goodrich Bros. Hay & Grain Co.

C. & N. W. 76534 passed thru Modale, Ia., Aug. 11, leaking wheat at side door.—W. M. Sharpnack, agt. Updike Grain Co.

Mo. Pac. 30358 passed thru Howe, Tex., south bound, Aug. 11, leaking corn at west door.—The Howe Grain & Merc. Co.

Q. O. & K. C. 2126 passed thru Odell, Neb., Aug. 10, going east leaking wheat in a stream at south side of car. Train did not stop.—A. O. Burkett, Mgr. Odell Farmers Eltr. Co.

L. S. & M. S. 65505 passed thru Derby, Ill., Aug. 10, eastbound on L. E. & W. leaking oats at small grain door on north side.—C. L. Wood & Co., Gibson City, Ill.

L. V. 82085 was leaking badly at Odell, Ill., Aug. 9; whole side practically loose at bottom.—J. C. Tobey, mgr. Odell Grain & Coal Co.

P. R. R. 86685 passed thru Vinton, Ia., Aug. 6, loaded with grain with both side doors wide open.—G. H. Bickel.

Big Four 44164, loaded with yellow corn, passed thru Winchester, Ind., Aug. 6, going east, leaking badly at the right hand door. It might have been leaking on the other side also.—Goodrich Bros. Hay & Grain Co.

A. T. 24581 on an extra freight stopped over night between Aug. 4 and 5 at Great Bend, Kan., leaking wheat at end under the bumpers. About a gallon had leaked out here.—Fred J. Smith, mgr. Dundee Farmers Grain & Supply Co.

M. & O. 40657 passed thru Lizton, Ind., Aug. 3, eastbound on the Big 4, loaded with corn and leaking badly at door and side of car.—Wall Bros.

WAITING FOR YOU.

The world is waiting for you, young man,
If your purpose is strong and true;
If out of your treasures of mind and heart
You can bring things old and new;
If you know the truth that makes men free
And with skill can bring it to view,
The world is waiting for you, young man,
The world is waiting for you.

S. S. Calkins.

Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

LOAN SACKS TO FARMERS.

Grain Dealers Journal: In certain parts of Ohio country grain dealers are, and have been for years, bothered with the custom of loaning sacks to the farmers during harvest time, in which to transport their grain to the elevators. There is not much reason why this should be done, except that years of actual practice have made it a necessity to the farmer. So it is, in fact, only a custom—but every grain dealer declares that it is also a nuisance.

This problem, insignificant as it may seem on the face of it, is indeed a very troublesome one. It involves a great deal of the grain dealer's valuable time and precious money; and the whole cause of it is that each dealer fears that he will lose a patron to his competitor by refusing to furnish him the sacks.

In order to carry out this policy on a business basis it is absolutely necessary that each dealer carry on hand several thousand sacks, which represents a considerable sum of money at twenty cents apiece, and that an account be kept with each farmer, charging him with the number of bags he borrows and crediting him with those he returns, all of which entails a great deal of time and trouble. If this account were not kept, the existence of the sacks as property of the grain dealer would be but about one season; and as it is, about twenty-five percent of the whole number in use is lost or destroyed each year.

All of this loss is due to the negligence of this honorable tiller of the soil. It is discouraging indeed to see what little regard the "honest farmer" has for the property of other persons. He carelessly drags the sacks over nails, tearing out the bottoms, or allows a bundle of them to lie all winter in some corner of the barn where they mold and rot or are cut full of holes by the mice. The farmer gives them no thought until the next season when he will need them again, when he will go back to the elevator for more. But the grain dealer is thinking about them. Time after time he asks to have them returned, but receives only the usual meaningless response, "Yes, I'll fetch them in next week."

The farmer (of course there are exceptions to the rule) shows no appreciation whatever for the favor which he is receiving by the loan of the bags; he rather considers it a duty of the grain dealer. And it does seem to be a duty and a necessity, for the dealers have for

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years been making attempts to stop the custom, but without success.

The question has been brot up for discussion year after year in meetings of grain dealers, and it is still being (dis) cussed. Solemn agreements have been made that not a sack shall be loaned thereafter, only to be broken about the day before the next harvest begins. Then some dealer sees a chance to win the patronage of some thriving "autocrat of the soil" and consents to let him have a few sacks in order to get his grain—and the nuisance is on again as annoying as ever.

So it goes, and still the country grain dealers lose their time and money. Why not let the farmers furnish their own sacks? They are buying their autos. Can someone tell us how to get rid of the nuisance?—J. C. Custenborder.

SUCCESSFULLY RIDS ELEVATOR GROUNDS OF WEEDS.

Grain Dealers Journal: It used to be a very trying problem for me to keep the grounds about my elevator clear of weeds. As every elevator man knows, they dry up during the late summer and fall and greatly increase the fire hazard. Having succeeded in finding a perfect remedy, I feel certain it would prove of interest and value to my brother grain buyers. I now keep the weeds cut close to the roots, I cover the remaining part of the plants generously with salt, upon which I spread a layer of dirt. This kills the plant and relieves me of the necessity of cutting down the weeds every few weeks.—Percy Reed, Silver Creek, Nebr.

EVEN LOADING OF CARS IMPOSSIBLE DURING BUSY TIME.

Grain Dealers Journal: In the August 10th number of the Journal, page 174, is an article on arbitrary dockage in which the writer sustains the grading of each load according to the poorest grain in the car. I presume the writer is a receiver. At least he never operated a small country elevator during the busy season. With such experience he would realize the great difficulty of loading all cars evenly. I think shippers oftener lose than make on account of unavoidable, uneven loading.

I admit the justice of docking when cars are not up to the sample, but I deny the fairness of settling for any load on a basis of the poorest grain in the car. If the grain be mixed and doctored, let it be sold for what it is worth in the open market. Do not punish the innocent because of the guilty. It is not fair to force a loss upon a whole car simply because a poor load slips past a county buyer. The farmer does not hesitate to work off low grade grain upon us at the No. 2 price. Bear in mind that if we had been aware of the presence of the inferior grain we would have blended it with the other grain so thoroughly that its presence would not have been detected.

No progressive grain dealer now purposely plugs his loads, and shippers who do, do not find it profitable, but receivers should bear in mind that we do not intend to deliver No. 2 white oats when we sell "No. 3 white, or better." If a track buyer wants better than No. 3 white oats, let him contract, and pay for the grain wanted. We appreciate that the better grain is worth a premium, and will not part with our high grade grain at a low grade price if we can avoid it. Experience has taught us beyond any fear of forgetfulness that if our ship-

ment misses a grade, we will be put to the painful necessity of standing a discount.—F. L. Wheeler, Scotland, S. D.

REDUCING CENTAL PRICES TO BUSHEL PRICES.

Grain Dealers Journal: The dealers of Northern Indiana and many sections of Ohio have found buying ear corn by the cental of 100 lbs., a convenience and labor saver.

It is a very easy matter to reduce any number of lbs. to centals. But the farmers with their usual inquisitiveness always want to know what is the equivalent of the cental in bushel prices for the different number of pounds.

Our state law requires that only 68 lbs. of ear corn can be taken for a bushel after Dec. 1st, but previous to that, different weights are taken, depending upon the moisture content, and the condition of the corn offered.

We give herewith, a table we have been using to show farmers the different equivalents.

I am not convinced that the cental is the proper unit of measure by which to buy any kind of grain, as I believe the larger the unit of measure, the smaller the grain man's profit on the crop. Hoping the table may be of service to my brother dealers, I am,—Peter Snow.

COMPENSATION FOR GRAIN DOORS.

Grain Dealers Journal: Your editorial on page 242 of the Journal for August 25th touches us in a sore spot. For three or four years we have been after the General Freight Agent of the Hocking Valley to furnish us with better grain doors, or else allow us sufficient compensation to pay for good doors. We prefer to make our own doors because of the flimsy character of those furnished us in the past.

When we construct a car door we use 1½ to 1¼-inch lumber, and feel certain that we materially reduce the losses from leakage, as we experience all kinds of trouble when we use the weak doors sometimes supplied by the railroad company. This lumber costs us \$1.75 to \$2.00 per 100 feet, and we use forty to fifty feet for each door, making it cost 80c to \$1.00 per door where we are only allowed 40c.

Frequently we find it necessary to cooper the ends and floor of the car, which takes more lumber. In one car recently, we used 300 feet of heavy boards to place it in condition for transporting our grain. We believe we should be compensated for nails and labor as well as lumber. Surely there is no fairness which limits the compensation for such material and services to 40c per door. It does not amount to much on a single car, but we ship many cars every year. We would be pleased to know what other shippers are receiving as compensation for doors furnished, and whether or not they are satisfied.—Winchester Milling Co., Canal Winchester, Ohio.

It is interesting to note the rapid rise of Montreal as an exporting center of grain. It handled in 1907 only 1,078,000 bus, but in 1908 it shipped 8,661,000 and in 1909 11,554,000. The total amount of grain exported from Montreal last year was nearly 38,000,000 bus., a great lot of which was loaded from canal barges directly into vessels bound for foreign ports, and which never went thru the eltrs.

		Per Bushel of			
Per Cent. of 100 lbs.	68 lbs.	70 lbs.	72 lbs.	74 lbs.	
30	20.40	21.00	21.60	22.20	
31	21.08	21.70	22.32	22.94	
32	21.76	22.40	23.04	23.68	
33	22.44	23.10	23.76	24.42	
34	23.12	23.80	24.48	25.16	
35	23.80	24.50	25.20	25.90	
36	24.48	25.20	25.92	26.64	
37	25.16	25.90	26.64	27.38	
38	25.84	26.60	27.36	28.12	
39	26.52	27.30	28.08	28.86	
40	27.20	28.00	28.80	29.60	
41	27.88	28.70	29.52	30.34	
42	28.56	29.40	30.24	31.08	
43	29.24	30.10	30.96	31.82	
44	29.92	30.80	31.68	32.56	
45	30.60	31.50	32.40	33.30	
46	31.28	32.20	33.12	34.04	
47	31.96	32.90	33.84	34.78	
48	32.64	33.60	34.56	35.52	
49	33.32	34.30	35.28	36.26	
50	34.00	35.00	36.00	37.00	
51	34.68	35.70	36.72	37.74	
52	35.36	36.40	37.44	38.48	
53	36.04	37.10	38.16	39.22	
54	36.72	37.80	38.88	39.96	
55	37.40	38.50	39.60	40.70	
56	38.08	39.20	40.32	41.44	
57	38.76	39.90	41.04	42.18	
58	39.44	40.60	41.76	42.92	
59	40.12	41.30	42.48	43.66	
60	40.80	42.00	43.20	44.40	
61	41.48	42.70	43.92	45.14	
62	42.16	43.40	44.64	45.88	
63	42.84	44.10	45.36	46.62	
64	43.52	44.80	46.08	47.36	
65	44.20	45.50	46.80	48.10	
66	44.88	46.20	47.52	48.84	
67	45.56	46.90	48.24	49.58	
68	46.24	47.60	48.96	50.32	
69	46.92	48.30	49.68	51.06	
70	47.60	49.00	50.40	51.80	
71	48.28	49.70	51.12	52.54	
72	48.96	50.40	51.84	53.28	
73	49.64	51.10	52.56	54.02	
74	50.32	51.80	53.28	54.76	
75	51.00	52.50	54.00	55.50	
76	51.68	53.20	54.72	56.24	
77	52.36	53.90	55.44	56.98	
78	53.04	54.60	56.16	57.72	
79	53.72	55.30	56.88	58.46	
80	54.40	56.00	57.60	59.20	
81	55.08	56.70	58.32	59.94	
82	55.76	57.40	59.04	60.68	
83	56.44	58.10	59.76	61.42	
84	57.12	58.80	60.48	62.16	
85	57.80	59.50	61.20	62.90	
86	58.48	60.20	61.92	63.64	
87	59.16	60.90	62.64	64.38	
88	59.84	61.60	63.36	65.12	
89	60.52	62.30	64.08	65.86	
90	61.20	63.00	64.80	66.60	
91	61.88	63.70	65.52	67.34	
92	62.56	64.40	66.24	68.08	
93	63.24	65.10	66.96	68.82	
94	63.92	65.80	67.68	69.56	
95	64.60	66.50	68.40	70.30	
96	65.28	67.20	69.12	71.04	
97	65.96	67.90	69.84	71.78	
98	66.64	68.60	70.56	72.52	
99	67.32	69.30	71.28	73.26	
100	68.00	70.00	72.00	74.00	

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

WANTS NAME OF GOOD GAS ENGINE MAGAZINE.

Grain Dealers Journal: I would like to have the name of some good gas engine paper.—Will G. Reed, Louisburg, Kan.

Ans.: Gas Power, published at St. Joseph, Mich., *Gas Review*, published at Madison, Wis.

HOW TO OBTAIN PATENT UPON BUCKHORN SEPARATOR?

Grain Dealers Journal: We have an invention that will remove buckhorn from clover seed and would like to learn thru the Journal what is the proper way to have the invention patented.—J. S. Klingenberg & Son, Concordia, Mo.

WHERE CAN EFFICIENT WATER SPRAYER BE OBTAINED?

Grain Dealers Journal: Can any reader of the Journal advise me where I can obtain a machine or device to spray at least 2,000 bus. of oats per hour with water? They must be mixed thoroly and dampened uniformly thruout. Any information on this subject will be greatly appreciated by Alfred Grass.

ACCOUNT OF SALES FORM
WANTED.

Grain Dealers Journal: We would like very much to have a convenient and complete duplicating form for making out account of sales of grain received. The form given herewith appears to be a very good one, if it can be improved upon we would be pleased to know it before having stock printed. Any information bearing

ACCOUNT SALES.

Larabee Flour Mills Co.

Stafford, Kans. and Hutchinson, Kans.

- 190

IN ACCOUNT WITH

Our Contr. No. _____ Date _____

M

PAPERS ATTACHED:

Larabee Flour Mills Co.,

NET PROCEEDS \$

Per---

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Winnipeg, Man., Aug. 30.—In his annual crop estimate, Frank Fowler, sec'y of the Northwest Grain Dealers Ass'n, gives the following figures: Wheat, 8,453,200 acres at 12.6 bus. per acre; oats, 4,217,400 acres, 26.5 bus. per a.; barley, 1,022,000 acres at 19.1 bus. per a.; flax, 630,000 acres at 8.4 bus. Of the 1909 crop 92,904,000 bus. have been inspected to date; oats, 32,706,000 bus.; barley, 4,628,000; flax, 3,576,000 bus. Wheat in farmers' hands to be marketed, 1,100,000 bus.; oats, 1,972,000 bus.

COLORADO.

Wray, Colo., Aug. 30.—Rains at the first of the month brot corn along in such fine shape that if frost stays off a little longer we will have a good crop.—E. W. Lambert, mgr. Shannon Grain Co.

IDAHO.

Thornton, Id., Sept. 5.—Grain is moving very slowly on account of the low price. Irrigated wheat is just being threshed, not much marketed yet.—T. W. Rush, mgr. Thornton Mfg. & Eltr. Co.

ILLINOIS.

Melvin, Ill., Sept. 6.—We had a good average yield of oats but can't tell much about corn yet. A bad storm about two weeks ago laid corn low and may have damaged it considerably.—Lamoreaux & Inkster Bros.

Stillman Valley, Ill., Sept. 3.—Good yield of wheat, 30 to 41 bus. Oats much better than expected, 35 to 60 bus. Corn looks good but will need warm weather for 25 days yet to mature it. Farmers plowing for wheat, will put in about twice as much this fall as last.—F. H. Griggs.

Pontiac, Ill., Sept. 5.—The following estimates are based on reports in Illinois north of the Vandalia R. R. from St. Louis to Terre Haute, excluding the counties of Cook, DuPage, Kane, McHenry and Lake: Reports from 491 stations estimate the amount of old oats (crop of 1909) remaining, that will probably be shipped, at 2.12% indicating 3,370,000 bus.; 499 stations report present year's yield of oats, based on threshing returns, at 41.67 bus. per acre, indicating a crop of 186,500 bus. Estimates from 497 stations, on the amount of old corn remaining to be shipped, give 13.7% or 50,600,000 bus. Present condition of corn, compared with the usual crop at this time of the year, averages 92.54%, based on reports from 491 stations. Voluntary reports from 18 dealers in 12 counties, covering the entire corn territory of the state, indicate that the corn crop is from 10 days to three weeks late.—S. W. Strong, sec'y Ill. Grain Dealers Ass'n.

INDIANA.

Muncie, Ind., Sept. 3.—Good crop of good quality wheat. Good crop of oats. Not more than 90 per cent of corn crop.—M. Rohr of S. C. Hermann.

Marion, Ind., Sept. 5.—Wheat averaged 20 bus. per acre, quality good, testing 60 lbs. Good crop of good quality oats.—O. M. Thomas, Burge, Thomas Mfg. Co.

Bluffton, Ind., Sept. 5.—Small acreage of good quality wheat, testing 62 lbs. Oats a bumper crop, tested 34 lbs. Corn will make 75% of a crop.—E. Studabaker.

Ft. Wayne, Ind., Sept. 6.—Wheat made a good crop though the considerable smut showed. Oats made a fine crop testing from 34 to 36 lbs.—Ben Nathan of Nathan & Levy.

Marion, Ind., Sept. 5.—Had a good crop of wheat testing from 60 to 62 lbs. Crop of oats good both in quality and yield. Will have an average crop of corn.—J. A. Miller, mgr. John Studabaker & Son.

Portland, Ind., Sept. 2.—Corn much improved since recent rains. Will not have over 60%. Oats fine quality and yield, weighing 36 lbs. Fair crop of wheat on small acreage.—L. G. Holmes.

Anderson, Ind., Sept. 3.—Our corn is improving wonderfully since recent rains. Believe it will be up to average. Wheat an average crop. A good quality of oats and a good crop.—C. W. Vernon.

Ft. Wayne, Ind., Sept. 6.—Wheat averaging 20 bus. per acre and weighing 60 lbs. Oats crop was splendid, weighing 34 lbs. Believe corn will not exceed 65% of a crop.—H. E. Bash, mgr. Mayflower Mfg. Co.

Bluffton, Ind., Sept. 5.—We had a good crop of wheat, which averaged 60 lbs. in weight and 15 bus. per acre. A good crop of oats, testing 34 lbs. Will not have more than a half crop of corn.—Frank Stafford.

Bluffton, Ind., Sept. 5.—Had a fine crop of oats, considerably over the average and weighing 34 lbs. Wheat small in acreage but good in quality. Close to an average crop of corn in this section.—H. C. Arnold.

Anderson, Ind., Sept. 3.—Oats a bumper crop averaging 34 lbs. Acreage of wheat light, crop good, averaging 18 bus. Rains during the last few days have helped the corn and we will have a good crop.—J. H. Schalk.

Bluffton, Ind., Sept. 5.—Wheat averaged 15 bus. per acre, of good quality, testing 60 lbs. Had a good crop of oats weighing 34 lbs. Will have about 80% of a crop of corn. The recent rains have helped corn considerably.—C. F. Davison.

Portland, Ind., Sept. 2.—Corn will make 60 per cent of a crop in this county. Good crop of oats, weighing 33 lbs. Wheat tested from 60 to 62 lbs. and of fine quality. Hay made two-thirds of a crop.—C. A. White of Cartwright & Headington.

Muncie, Ind., Sept. 3.—Oats a bumper crop, averaging 45 bus. per acre with quality good. Wheat will average 15 bus. of good quality. Corn will not make over 30 bus. per acre. Small crop of poor quality rye.—J. E. Andrews of High St. Mfg. Co.

Ft. Wayne, Ind., Sept. 6.—Wheat made a good crop averaging 60 lbs. The oats crop was very good weighing 32 lbs. per bu. and yielding 35 bus. per acre. We will have an average crop of corn or pretty close to it.—C. Tresselt of Tresselt & Sons.

Portland, Ind., Sept. 2.—Corn 90% of a crop. Best crop of oats in years, good quality and good weight, this county averaging 40 bus. per acre. Wheat raised here was of fair quality but smutty. Hay made 90% of an average, with quality good.—W. E. Magill.

Indianapolis, Ind., Sept. 6.—Plowing is progressing under the most favorable conditions. Recent rains have made the soil in excellent condition. In some localities considerable seeding has been done. In localities where the yield was good the acreage will be large. Where the yield was short, especially in Eastern Indiana, considerable wheat land will be reserved to be planted in tobacco.—F.

IOWA.

Inwood, Ia., Aug. 24.—About 1/4 of a crop of corn in this locality; oats and wheat good.—J. C. Ervin.

Cherokee, Ia., Aug. 31.—Crops in this vicinity are good but farmers are not inclined to sell at present prices.—George A. French.

Dedham, Ia., Sept. 8.—Weather somewhat cool, a sudden change from yesterday; need warm weather for the next two weeks to get corn out of danger. Ears of large size and well filled; some are denting but others are still soft and milky.—W. B. Loeltz, mgr. H. W. Pollock & Co.

Wilton Jct., Ia., Sept. 5.—Heavy rains yesterday soaked the ground and brol all unripened crops out of the kinks. Fall plowing will now be pushed with vigor. Farmers in this vicinity never had such a big crop of small grain and the corn crop will be much larger than last year.—E. W. Clark.

Lamoni, Ia., Sept. 3.—We are having fine weather for maturing corn and with 15 days more without frost half of the corn will be safe, 30 days more and most all the corn will be on the safe side; will have one of the best corn crops we have had for ten years. Oats not moving very fast; much are back; quality good and yield a good average.—C. R. Rauch, mgr. Iowa-Mo. Grain Co.

Montour, Ia., Sept. 3.—Threshing of shocked grain about completed. Oats yielding from 50 to 90 bus. with an average of 60, testing 32 to 36 lbs. of fine color and sweet. Mostly spring wheat here; yield, 25 bus. Winter wheat is yielding an average of 30 bus.; one field went up to 40. Three times as much wheat sown this season as ever before. Corn has made wonderful improvement during the last 21 days, owing to fine soaking showers; will mature nicely in three weeks with dry, warm weather.

Wet weather will catch much green, soft corn. Barley yield good in quality and quantity; but little is raised here.—Cronk Bros.

KANSAS.

Russell, Kan., Aug. 24.—Farmers are well along with threshing here, but show a tendency to bin the wheat for higher prices. On this account we expect receipts to fall off, and with seeding near it is likely the movement of wheat will not be liberal for 3 or 4 weeks.—Paul D. Miller.

Claflin, Kan., Aug. 22.—Corn has recovered remarkably from the effects of the heat and drouth in July.—Claflin Grain, Fuel & Stock Co.

Wichita, Kan., Aug. 27.—Farmers in this vicinity have almost completed their plowing, and the ground is being prepared for fall seeding. At present it looks as if this part of Kansas would have a larger acreage of wheat than last year, as the corn was a failure and a great deal of the corn ground will be put in wheat. Right at present the country needs rain, but the plowing is so well advanced that light showers will enable farmers to put their crop in with very little more rain.—H.

Bentley, Kan., Aug. 31.—A good rain to-day will help late corn. In this vicinity corn will make about 75% of a crop but near here on all sides it will not make more than 40% of a crop. I have been over Sedgwick and Harvey counties in different directions during the last three weeks and found some fields in fair shape while others will not make five bus. to the acre. Very little wheat will be planted here this fall but north and south of us for a few miles the land will be most all sown to wheat.—J. A. Armour.

KENTUCKY.

Winchester, Ky., Sept. 3.—Wheat was damaged by heavy rains during harvest. Corn is good where well worked.—Goff & Bush.

MICHIGAN.

Dundee, Mich.—We have a big crop of oats but a short crop of hay mostly No. 1 and No. 2.—C. S. McIntyre.

MINNESOTA.

Morgan, Minn., Aug. 29.—Wheat is turning out 20 to 35 bus. per acre; oats, 40 to 40; rye, about 16 to 23; barley around 30.—Morgan Farmers Eltr. Co.

MISSOURI.

Columbia, Mo., Sept. 3.—The condition of corn, for the state is 82, the same as one month ago. Half of the corn is in danger of drouth and some is sure to be injured by early frost. River bottoms will have a fine crop most of which is made. Wheat averaged 13.7 bus. per acre. The acreage sown this fall will be 97 per cent of last. Oats averaged 34.8 bus. with a quality of 95. The state yield of rye is estimated at 13.8 bus.; barley, 25.3 bus. and flax, 7.8 bus.—C. Wilson, sec'y Mo. State Board of Agric.

MONTANA.

Froid, Mont., Aug. 23.—Our wheat yield was not so large as expected, only 7 to 15 bus. per acre.—Geo. F. Hunter.

Stanford, Mont., Sept. 4.—Wheat is of good quality through the Judith Basin and will average about 20 bus. per acre.—Olin Cairns.

NEBRASKA.

Nora, Neb., Aug. 25.—Corn prospect fine, acreage larger than last year.—Nels Lillehol.

Geneva, Neb., Aug. 24.—We will have 80% of a corn crop.—C. E. Summers, agt. Jerry Delaney.

Hampton, Neb., Aug. 31.—Corn will make 50% of a crop or better.—F. H. Cox, J. M. Cox & Sons.

Beaver Crossing, Neb., Aug. 23.—Corn was damaged about 50%.—J. W. Allen, agt. Davison Frank Co.

Exeter, Neb., Aug. 23.—We will have 70% of a corn crop.—W. W. Kimberly, agt. Central Granaries Co.

Shickley, Neb., Aug. 24.—Prospects for corn were never better.—E. S. Thomas, agt. Central Granaries Co.

Exeter, Neb., Aug. 23.—Corn will average 30 bus. to the acre.—S. G. Manning, agt. Trans-Miss. Grain Co.

Exeter, Neb., Aug. 23.—Wheat crop was of good quality and weight.—Geo. Horton, agt. Nye-Schneider-Fowler Co.

Shickley, Neb., Aug. 24.—Oats crop is fine, 30% more sown than last year.—V. A. Peterson, agt. Updike Grain Co.

Arcadia, Neb., Sept. 7.—If frost stays off until the last of September we will have 2-3 of a corn crop.—R. R. Clark.

Doniphan, Neb., Aug. 26.—Corn looking fair, 50% of a crop; 8% of the old corn in farmers' hands.—Scudder Grain Co.

Superior, Neb., Aug. 25.—A full crop of corn; acreage same as last year. Farmers holding.—F. L. Myers, Elliott & Myers.

Mt. Clare, Neb., Aug. 27.—Corn will be a fine crop, same acreage as last year, 25% of the old corn back.—Knapp Grain Co.

Houston, Neb., Sept. 6.—Corn will make 60% of a crop. Farmers will sow more wheat this year than last.—M. King, agt. Updike Grain Co.

Shickley, Neb., Aug. 24.—Quality of wheat was fine, average yield 15 bus.—J. H. Linscott, agt. Nye-Schneider-Fowler Co.

Stamford, Neb., Aug. 30.—Wheat is moving freely. The yield is good for an off year, running from 8 to 28 bus.—A. S. Palmer.

Gibbon, Neb., Aug. 30.—We have a good wheat and oat crop. Farmers holding for higher prices.—E. L. Mercer, agt. Omaha Eltr. Co.

Shelby, Neb., Sept. 2.—Will have twice as many oats as last year, test 34 lbs. Farmers holding.—C. M. Bell, agt. James Bell & Son.

Beaver Crossing, Neb., Aug. 23.—Average yield of wheat 21 bus. per acre, test 62 lbs., good quality.—Geo. A. Evans, Nye-Schneider-Fowler Co.

Nelson, Neb., Aug. 25.—Average crop of corn, acreage is about 10% larger than last year, practically all the old corn is in.—F. S. Spurk.

Lodgepole, Neb., Sept. 2.—All yields of grain here are very light, making half of a crop. Most of this will be wheat and rye.—L. F. Demers.

Carlisle, Neb., Aug. 24.—Wheat and oats were never better; farmers holding for higher prices.—J. W. Palmer, agt. Nye-Schneider-Fowler Co.

Stromsburg, Neb., Sept. 1.—Wheat average 22 bus. per acre, test 61 lbs., acreage is smaller than last year.—H. Hagen, agt. T. B. Hord Grain Co.

Rising City, Neb., Sept. 2.—Corn will make about 80% of a crop, 30% of the old corn in farmers' hands.—H. Garhan, agt. Trans-Miss. Grain Co.

Trumbull, Neb., Aug. 26.—Will have about two-thirds of a corn crop, practically all the old corn is in.—A. M. Brooking, mgr. Farmers Eltr. Co.

Martland, Neb., Aug. 24.—Prospects for corn are far better than last year and we will get fully 80% of a crop.—J. Burke, agt. Nye-Schneider-Fowler Co.

Davenport, Neb., Aug. 24.—Corn will average 30 to 50 bus. to the acre. Best wheat and oats in many years.—J. H. Mar, agt. Nye-Schneider-Fowler Co.

Edgar, Neb., Aug. 25.—Corn looking good, acreage is 10% larger than last year, practically all the old corn is in. Farmers holding wheat.—Lee Hill.

Hampton, Neb., Aug. 31.—Farmers are plowing, and will sow wheat soon, ground is in fine condition.—H. R. Greer, agt. Hampton Mill & Grain Co.

Wood River, Neb., Aug. 30.—Quality of oats this year is good, yielding from 40 to 60 bus. per acre, test 32 lbs.—J. E. Bridges, agt. W. B. Hord Grain Co.

Aurora, Neb., Aug. 31.—Corn about 90% of a crop; acreage is the same as last year; practically all the old corn is in.—H. E. Toof, mgr. Aurora Eltr. Co.

Smyrna, Neb., Aug. 25.—Prospects for corn good; good crop of wheat and oats. Farmers holding wheat for \$1.—Fred Jones, mgr. Smyrna Co-op. Elev. Co.

Osecola, Neb., Sept. 2.—Corn about 75% of a crop, acreage same as last year, 50% of the old corn in farmers' hands.—C. F. Bell, mgr. Peterson & Peterson.

Spring Ranch, Neb., Aug. 26.—Will have very near a full average crop of corn; acreage is 10% larger than last year, old corn is almost all in.—Richard Heinen.

Friend, Neb., Sept. 7.—Corn will average about 25 or 30 bus. per acre, acreage is the same as last year, 10% of the old corn in farmers' hands.—E. G. Scoville.

Nora, Neb., Aug. 25.—Average yield of wheat 20 bus., oats 40 to 50 bus. per acre, best quality. Farmers holding.—E. T. Tiets, agt. Nye-Schneider-Fowler Co.

Hansen, Neb., Aug. 26.—Corn is looking fine, acreage is little heavier than last year; practically all the old corn is in.—C. G. Briggs, agt. Hynes Grain Co.

Shelby, Neb., Sept. 2.—Corn in good condition; we will have an average crop. Farmers are selling quite freely.—E. Petteys, mgr. Farmers Business Assn.

Shelton, Neb., Aug. 30.—Acreage of oats this year is 10% larger than last year, yielding 47 bus. per acre, test 32 lbs.—A. F. Bills, agt. Trans-Miss. Grain Co.

Fairfield, Neb., Aug. 25.—Good prospect for corn, acreage 5% larger than last year. Practically all the old corn is in.—A. E. Hockman, mgr. Clay County Grain Co.

Anadale Sta., Glenville P. O., Neb., Aug. 26.—Corn prospect 90% of an average crop. Wheat and oats are of good quality and weight. Will sow fall about Sept. 15.—John Briggs, mgr. Anadale Grain & Coal Co.

Fairfield, Neb., Aug. 25.—Wheat quality and weight good; yield 23 bus. Best oats we have had in a number of years, 45 bus. per acre.—T. M. Bell, agt. Updike Grain Co.

Glenville, Neb., Aug. 26.—Corn about 30 bus. per acre, acreage the same as last year, 30% of the old corn in farmers' hands.—L. G. Kissinger, agt. Platte Grain Co.

Wood River, Neb., Aug. 30.—Wheat crop was good this year and practically all the wheat shipped out of here graded No. 2.—Geo. W. Conrad, mgr. Conrad Grain & Eltr. Co.

Gibbon, Neb., Aug. 30.—About 50% of a corn crop; acreage the same as last year. Practically all the corn that is raised here is fed.—G. R. Little, agt. T. B. Hord Grain Co.

Crete, Neb., Sept. 7.—Prospects for corn are good; about three weeks late; 60 to 75% of a crop, 10% of the old corn is back.—J. W. Shorthill, mgr. Crete Grn. & L. S. Assn.

Brennan, Glenville P. O., Neb., Aug. 26.—If frost stays away for a few more weeks we will have a good crop of corn.—J. F. White, mgr. Farmers Grain & Supply Co.

Osceola, Neb., Sept. 2.—Wheat will average 50% of a crop, yielding from 15 to 25 bus. per acre. Oats are poor in quality and weight.—Jos. Anderson, agt. Omaha Eltr. Co.

Stromsburg, Neb., Sept. 1.—Corn will average 30 bus., acreage is 5 or 10% larger than last year, 15% of the old corn in farmers' hands.—A. Olson, agt. Omaha Eltr. Co.

Phillips, Neb., Aug. 31.—Corn 75% of a crop; late and considerable corn replanted, 10% of the old corn in farmers' hands to be shipped.—E. E. Purdy, mgr. Phillips Grain Co.

Blue Hill, Neb., Aug. 27.—Corn will average about 35 bus. per acre. Wheat and oats crop are good, very few oats to ship.—T. F. Crawford, mgr. Farmers Grain & Stock Co.

Shelby, Neb., Sept. 2.—Will have 5% more corn than last year, acreage same as last year, 15% of the old corn in farmers' hands.—A. C. Dunning, agt. Trans-Miss. Grain Co.

Surprise, Neb., Sept. 5.—Corn will average about 25 or 30 bus., acreage is the same as last year, 15% of the old corn in farmers' hands.—W. F. Sheppard, agt. Updike Grain Co.

Wood River, Neb., Aug. 30.—Corn will average 25 bus. to the acre; acreage is 5% greater than last year; 10% of the old corn in farmers' hands.—H. L. Tingley, agt. Omaha Eltr. Co.

Dorchester, Neb., Sept. 6.—Prospects for corn are good; 35% of the old corn in farmers' hands. Farmers are moving corn pretty freely.—W. R. Ward, mgr. Dorchester Grain & Lbr. Co.

Sargent, Neb., Sept. 1.—Corn is much improved by the recent rains and if the weather is favorable from now on will make more than a half-crop.—C. D. Coburn, Bradshaw, Neb.

Wilcox, Neb., Aug. 23.—Winter wheat is yielding about 20 bus. per acre. Oats making from 40 to 50 bus. Corn about 30 bus.; much of it will be soft if we have an early frost.—Ira M. Rhoades.

Kenesaw, Neb., Aug. 29.—Wheat crop is good, color is not quite so good as last year, 5% of the old wheat in farmers' hands. Farmers are selling freely.—N. M. Hawes, agt. Frank Real.

Edgar, Neb., Aug. 25.—Quality of wheat and oats this year was fine, wheat yielding 20 bus. per acre, oats 35 bus. Getting ready to sow fall wheat.—C. D. McIlroy, mgr. Farmers' Com. Assn.

Aurora, Neb., Aug. 31.—Wheat yielding 20 to 27 bus. per acre, test 61 lbs. Oats yielding 40 bus. per acre, good quality and weight, farmers will feed all oats.—A. T. Paris, agt. W. H. Ferguson.

Pauline, Neb., Aug. 27.—Corn is looking good and will have almost a full crop, acreage is the same as last year, practically all the old corn is in.—T. W. Jones, mgr. Pauline Grain & Supply Co.

Kenesaw, Neb., Aug. 27.—Corn looking good and will have about 80% of a crop, acreage is the same as last year. Farmers will feed the most of the corn.—W. F. Kearney, agt. J. M. Sewell Co.

Brainerd, Neb., Sept. 3.—Prospects for corn are good and we will get about 80% of a crop; acreage is the same as last year, 25% of the old corn in farmers' hands.—J. F. Jirovec, agt. Omaha Eltr. Co.

Hampton, Neb., Aug. 31.—Quality of wheat and oats never better, good weight. Farmers are holding for higher prices.—C. J. Carstensen, mgr. Hampton Grain Co.

Shelton, Neb., Aug. 30.—Good crop of wheat 18 to 22 bus. per acre, test 62 lbs., acreage of wheat is 10% larger than last year.—J. L. Hopper, agt. Omaha Eltr. Co.

Friend, Neb., Sept. 7.—Wheat crop fair, test 62 lbs., average yield 18 bus. per acre. acreage is the same as last year. Farmers will sow about 10% more wheat.—E. K. Richards, agt. Updike Grain Co.

Hansen, Neb., Aug. 26.—Wheat is of good quality, average yield 21 bus. per acre, test 61 lbs. Farmers will feed their oats; they are holding wheat for higher prices.—F. F. Frink, agt. Platte Grain Co.

Shelton, Neb., Aug. 30.—Prospect for corn is good, acreage is the same as last year; 5% of the old corn in farmers' hands. Farmers holding for higher prices.—Sam MacMurray, mgr. Farmers Eltr. Co.

Bradshaw, Neb., Sept. 6.—Will have 50% of a corn crop; corn is late and the ears are poor, acreage is the same as last year, 20% of the old corn in farmers' hands.—C. E. Frump, agt. Central Granaries Co.

Trumbull, Neb., Aug. 26.—A yield of wheat 21 bus. per acre, test 61 lbs. Quality of oats was never better, yield 40 to 60 bus. Farmers holding wheat for \$1 per bu.—Geo. W. Cochran, agt. Hynes Grain Co.

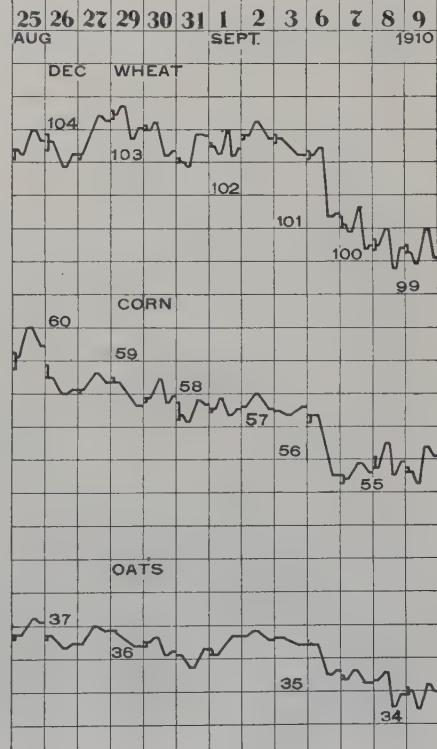
Harvard, Neb., Aug. 31.—Corn will make as good a crop as last year if we have no early frosts. Little old corn left in the country. Farmers are holding wheat.—Fred Kockrow, mgr. Harvard Co-op. Grain Ass'n.

Thayer, Neb., Sept. 5.—Corn about 30 bus. per acre; 20% of the old corn is back. Wheat and oats crops are good, quality and weight are of the best we have had for some time.—A. Sinamark, agt. Updike Grain Co.

Gresham, Neb., Sept. 5.—Quality of wheat is good, yield 22 bus., test 62 lbs. Oats crop is the best for several years, average 35 bus., test 38 lbs. Ten per cent of the old wheat in farmers' hands. Sow wheat next week, and the acreage will be 10% larger than last year.—S. A. Tobey, agt. Updike Grain Co.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the December delivery at Chicago for 2 weeks prior to Sept. 10, are given on the chart herewith:



The GRAIN DEALERS JOURNAL.

Gresham, Neb., Sept. 5.—Corn needs two weeks of good warm weather to insure a full average crop, acreage is the same as last year, 20% of the old corn in farmers' hands.—Fred Van Gordon, agt. B. F. Morehouse.

Cowles, Neb., Aug. 27.—Prospects for corn are 75% of a crop, acreage is 10% larger, 5% of old corn in farmers' hands. Quality of wheat and oats is fine, good yield and weight.—A. W. Cooper, agt. C. Koehler Co.

Kearney, Neb., Aug. 30.—Prospect for corn was never better, 30 bus. to the acre, acreage same as last year. Wheat and oats good crops, 5% of the old corn in farmers' hands.—J. P. Gibbon, agt. Trans-Miss. Grain Co.

Rising City, Neb., Sept. 2.—Average yield of wheat 18 bus. per acre, test 61 lbs., acreage is 20% less than last year. Oats crop yielding 30 bus. per acre, test 32 lbs. Farmers selling freely.—C. A. Stockey, agt. Omaha Eltr. Co.

Fairmount, Neb., Sept. 6.—About 60% of a corn crop; corn is fully three weeks late in this section, and needs warm weather and sunshine; acreage is 15% larger than last year, practically all the old corn is in.—T. M. Wright.

Stromer Sta., Glenville P. O., Neb.—Corn will average about 30 bus. per acre, acreage is 10% larger than last year. Had a good wheat crop and oats crop was never better.—L. O. Graham, mgr. Stromer Grain & Supply Co.

Pauline, Neb., Aug. 27.—Wheat crop was good, acreage yield 20 bus. per acre, test 61 lbs. Oats were never better, yielding from 60 to 90 bus. per acre, farmers will feed most of their oats, holding wheat for higher prices.—S. G. McCleery, agt. S. G. Endelman.

Phillips, Neb., Aug. 31.—Wheat was good, average yield 20 bus. to the acre, test 61 lbs. Oats are good but the acreage is very small and farmers will feed what oats they have. Ground is in fine condition, will commence to sow fall wheat about Sept. 10, acreage same as usual.—A. P. Peterson, mgr. Peterson Grain Co.

NORTH DAKOTA.

Harlem, sta., Cogswell p. o., N. D.—The crop here is light. Wheat runs from 8 to 10 bus.; oats 10 to 12. We will have no oats to ship this year as all will be needed at home.—J. Floyd Sankey, National Eltr. Co.

OHIO.

Sidney, O.—Our oats crop is fine—best in years.—E. E. Nutt, Sidney Eltr. & Mfg. Co.

Sidney, O., Aug. 26.—Oats are threshed and of good quality; corn is good and a good average crop.—W. H. Persinger.

Celina, O., Sept. 1.—Wheat made 25 bus. per acre and of good quality. Oats ran from 40 to 60 bus. per acre, extra fine in quality. Corn will make about 80% of a crop.—Clyde Spriggs, agt. Buckland Mfg. Co.

Fremont, O., Aug. 26.—Wheat averages 20 bus. with quality not so good as last year, as there has been considerable shrunken wheat. Oats very good. Indications point to a short crop of corn.—M. J. Wolfe.

Lynchburg, O., Aug. 26.—Wheat was light this year, with a trifle of smut. Corn is filling out fine and will make 45 to 50 bus. per acre.—Geo. Shaffer, of Dewey Bros.

Fremont, O., Aug. 26.—Both wheat and oats of good quality. Dry weather has hurt corn, but recent rains will help considerably.—A. B. Hudson, mgr. Fremont Eltr. Co.

Sidney, O., Aug. 26.—We have been getting so much grain in the last three weeks that we are loaded up. Farmers still have lots of old corn.—W. B. Jackson, of Jones & Sheets.

Manchester, O., Sept. 3.—Wheat crop was light owing to rainy season, and tested from 48 to 68 lbs. Corn will be light on account of the August drouth.—M. F. Crissman.

Findlay, O., Aug. 30.—Wheat generally good, tho a little smut in it. A good yield of fine quality oats. Corn crop will be short but expect quality to be good.—H. M. Hosler.

Fremont, O., Aug. 26.—Wheat fair. Corn will be short on account of drouth. Oats good both as to yield and quality, testing 36 lbs.—R. G. Stull, mgr. Union Eltr. & Supply Co.

Findlay, O., Aug. 30.—Good crop of wheat, testing 59 lbs. A good yield of oats also with quality good. Corn is late and on high ground will not make 1/4 of a crop.—J. G. Kimmell.

Springfield, O., Aug. 29.—Corn is very poor, some of it not heading at all on account of dry weather. Wheat is fair and oats averaged about 40 bus.—T. A. Paine, of W. E. Tuttle & Co.

Wapakoneta, O., Sept. 1.—Better crop of wheat here this year than last and also a very good crop of oats. Corn will be short, the rains will help some.—G. A. Ruck, mgr. Home Mfg. Co.

Bellefontaine, O., Aug. 31.—Wheat crop only 40% of an average, testing 55 lbs. Better than an average crop of oats, tested at 38 lbs. I expect about 60% of a corn crop.—D. C. Keller of Keller & Gebby.

Oak Harbor, O., Aug. 26.—Oats going No. 2 white and testing 30 lbs. per bu. Wheat good quality. Corn under the average with practically no old corn left. Hay exceptionally good.—P. W. Gulau.

Lima, O., Aug. 31.—Wheat averaged 16 bus. of pretty fair quality. Oats ran from 40 to 50 bus. per acre, and are the finest. Corn will make 65% of a crop.—W. H. Euhler, mgr. Hiriam A. Holdridge Co.

Fostoria, O., Aug. 30.—Wheat made better than an average crop, was of fair quality and tested 58½ lbs. A good crop of excellent quality oats, testing 32 lbs. Corn is 2 or 3 weeks late.—H. W. Whitta.

Oak Harbor, O., Aug. 26.—Wheat averages 15 bus. per acre and of very good quality. Large acreage of oats, 10% better than last year, weighing 35 lbs. and of the finest quality. Average crop of corn.—Emery Thierwechter.

Fremont, O., Aug. 26.—Light yield of good quality wheat. A fair yield of oats of very good quality. Last night's rain will help corn which has been affected considerably by drouth. Farmers will hold for better prices.—W. A. Cox.

Celina, O., Sept. 1.—Corn will average from 40 to 50 bus. and make 80% of a crop. Never had such a fine crop of oats. Wheat away below average with lots of smut. Hay was of good quality.—E. C. Miller of Palmer & Miller.

Bellefontaine, O., Aug. 31.—Wheat poor both in quality and yield. Not a big yield of oats but quality is A1. Will not have over a half crop of corn. Rye an average crop, tho of inferior quality. Hay was good.—F. B. Outland, Kerr Bros.

Findlay, O., Aug. 30.—Wheat will make an average yield, tho a little smutty. The best crop of oats in several years both as to yield and quality. Because of drouth the prospect for corn is not good.—T. Z. Linger, supt. Ohio Hay & Grain Co.

Sidney, O., Aug. 31.—Expect 75% of a crop of corn. The late corn has been hurt by the drouth. Had a fine crop of oats of the best quality in years. We had an average crop of wheat of good quality.—Jno. Allinger, mgr. Miami Valley Grain Co.

Lima, O., Aug. 31.—Wheat did not average 15 bus. per acre and contained considerable foreign matter. Will clean well, however, and grade at No. 2 Red. Had the best yield and the best quality of oats in years. Corn will be light.—S. B. Douglass.

Wapakoneta, O., Sept. 1.—An average crop of wheat of fair quality, tho some smut. On account of dry weather the corn crop will be short but today's rain will help fill it out. Had a big crop of oats of fine quality and good color.—E. A. Hauss of Hauss & Bitler.

St. Mary's, O., Sept. 1.—Wheat crop is not up to average. Some smut shows in wheat. Have a great crop of oats, handling more than ever before. The recent rains will bring the corn crop up to average. Short crop of hay.—D. W. Jay, pres. Jay Grain Co.

St. Mary's, O., Sept. 1.—Oats ran 50 bus. per acre testing 34 to 38 lbs. and of fine quality. An average crop of wheat, tho rather poor quality due to some smut. Will have only 70% of a corn crop as the recent rains will help only late corn.—J. S. Snapp, mgr. Lock Two Mfg. Co.

Findlay, O., Aug. 30.—Wheat good, yielding 20 bus. per acre and testing between 59 and 60 lbs. Had a very good crop of good quality oats testing 33 lbs. Corn better than reported. Tho less than an average yield. Will be very short on high ground.—L. McManness, of McManness Mfg. Co.

OKLAHOMA.

Oklahoma City, Okla., Sept. 1.—The corn crop in central and northwest part of the state is burned up. From Paul's Valley to Wichita Valley will have more than ever. Those posted insist the state will not have over half a crop of corn.—H. M. Knight.

Guthrie, Okla., Aug. 25.—The growing condition of corn is given at 56.3%, compared with 64.1% last month and 55.7% a year ago. The condition of broom corn is 87.1%, compared with 82.8% last month and 49.1% a year ago. With an increased acreage of 39% and an increased yield of 11% this season's crop should exceed 30,000 bales. The condition of alfalfa is given at 83.5% as compared with 76% last month and 54.5% a year ago.—Oklahoma State Board of Agriculture.



Heaton, N. D., Grain Elevators were Greatly Agitated by a Short Visit from a Cyclone Recently.

Gage, Okla., Sept. 7.—Wheat moving freely; much damaged by rains. Corn ¼ crop; kaffir corn fair.—R. J. Bishop.

Inola, Okla., Sept. 6.—Crops in this region are better than for years. Oats made 40 to 100 bus., wheat 15 to 30 bus., and corn will average 40 bus., which is the best in five years. A large acreage of wheat will be sown this fall.—W. L. Harris.

PENNSYLVANIA.

The Pennsylvania wheat crop of 29,000,-000 bus. and upwards is said to be one of the largest on record and the standard of quality is unusually high.—S. R. E.

Pittsburg, Pa.—Thru the state believe that corn will not run over 50%. It is short in some places and some stalks have no heads at all.—The Clark Gr. & Hay Co.

Pittsburg, Pa.—Within a radius of 90 miles we are going to have a fine oats crop. If frost does not come we will have a dandy corn crop.—S. C. Jaeger.

Harrisburg, Pa., Sept. 2.—The corn crop in the Cumberland Valley is about one-half of average; as a whole about three-quarters in this section. Hay is pretty nearly an average, lots of weeds. Wheat an average crop in quality and quantity. James W. Barker, mgr. Harrisburg Feed & Grain Co.

Muncy, Pa., Sept. 2.—Wheat will average about 15 bus. to acre; oats 40 bus.; rye 20 bus. We have had more rye delivered so far this season than all of last year; corn looking very fair; buckwheat should be fair crop, acreage pretty large.—W. J. Finkle, The Ring Mfg. Co.

Harrisburg, Pa., Sept. 2.—Our wheat crop is about 10% better than last year. The oats, on account of atmospheric conditions are always dark, but this year are of unusually good quality and brighter; they were good last year, too. Corn is no better.—D. Bailey Brandt, Paxton Flour & Feed Co.

SOUTH DAKOTA.

Thomas, S. D., Aug. 25.—The crops in this vicinity are good and the grain market active.—R. A. Ziebarth.

Freeman, S. D., Sept. 6.—Crops here are fair. Wheat is mostly No. 2 and No. 1. Oats yield is light, 20 to 40 bus. Some corn will not mature as it is drying up some. Yield will be from 20 to 45 bus. Threshing is almost done. The country needs rain very much.—W. H. Borman.

Webster, S. D., Aug. 30.—Wheat around here is yielding from 8 to 20 bus., barley, 10 to 25 bus. of poor quality. Oats 15 to 30, quality good. Flax is very light. At James, wheat averages 8 to 10 bus. Barley and oats practically a failure and no flax. At Orient wheat runs from 4 to 15 bus. per acre and barley not over 12. Oats from 10 to 25 bus. and very little flax. There are thousands of acres of flax around Faulkton that will never be cut. At Java, wheat runs from 6 to 12 bus., 10 to 25 bus. of good quality barley. No oats marketed here and flax very poor. At Eureka conditions are much the same. At Zealand, N. D., the crop is near a total failure and of the 6 eltrs. in the town only two will be opened. There will not be over 60 or 80 thousand handled here as against 400 thousand last season. More wheat is being stored in bins than usual.—J. C. Garrick of Potter, Garrick & Potter.

TENNESSEE.

Nashville, Tenn.—The August crop report for Tennessee shows excellent conditions with a most promising yield of corn. The condition of the crop is reported as 83 with an estimated crop of 86,629,000 bus. One of the main causes for the increase in the acreage of corn is the boll weevil in cotton.—S.

TEXAS.

Fort Worth, Tex., Aug. 23.—Our wheat and oats crops were splendid this year and the corn crop will be twice as large as last year.—G. J. Gibbs, sec'y Texas Grain Dealers Ass'n.

Ft. Worth, Tex., Aug. 31.—The quality of most of the corn in Texas will be light and I have seen some new Texas corn that is quite smutty. The cotton crop is being greatly damaged by dry weather and it is doubtful whether our state will make 3,000,000 bales this year. We have plenty of good seed wheat and oats this year in our state, so we should have more than an average grain acreage planted this fall.—G. J. Gibbs, sec'y Texas Grain Dealers Ass'n.

GOVERNMENT CROP REPORT.

Washington, D. C., Sept. 8.—Corn condition on Sept. 1 is reported by the U. S. Dept. of Agriculture to have been 78.2, compared with 79.3 last month, 74.6 on Sept. 1, 1909, 79.4 on Sept. 1, 1908, and 79.5 the ten-year average on Sept. 1. Comparisons for important corn states follow:

	Sept. 1, 1910.	Aug. 1, 1910.	Sept. 1, 1909.	Sept. 1, 1908.	10-yr. av.
III.	86	84	84	9.3	
Ia.	82	80	79	8.3	
Tex.	75	78	55	7.9	
Kan.	59	60	57	7.8	
Mo.	83	82	68	7.2	
Neb.	68	65	68	7.1	
Oka.	50	57	47	5.1	
Ind.	85	87	91	4.5	
Ga.	88	87	88	4.0	
Ohio	72	86	87	3.5	
Tenn.	85	87	73	3.3	
Ky.	82	84	83	3.2	
Ala.	92	91	76	3.1	
Miss.	93	91	69	2.8	
N. C.	86	85	79	2.7	
Ark.	91	89	65	2.5	
La.	90	94	87	2.2	
S. C.	86	86	82	2.1	
S. D.	82	86	90	1.9	
Va.	82	89	75	1.9	
Mich.	77	76	84	1.8	
Minn.	83	82	92	1.5	
Penn.	78	88	64	1.4	
Wis.	75	70	82	1.4	
U. S.	78.2	79.3	74.6	79.5	

Spring wheat showed a condition of 63.1 when harvested compared with 61 last month, 88.6 when harvested in 1909, 77.6 in 1908, and a ten-year average when harvested of 78. Comparisons for important spring wheat states follow:

	Sept. 1, 1910.	Aug. 1, 1910.	Sept. 1, 1909.	Sept. 1, 1908.	10-yr. av.
N. Dak.	33.0	34.0	85.0	74.0	
Minn.	83.0	77.0	92.0	78.0	
S. Dak.	73.0	70.0	88.0	78.0	
Wash.	60.0	62.0	90.0	84.0	
U. S.	63.1	61.0	88.6	78.0	

Present indications, with those of Aug. 1 and the final official last year, were:

	Sept. 1, 1910.	Final off'l, 1909.
N. Dak.	37,725,000	90,762,000
S. Dak.	42,525,000	47,588,000
Minn.	85,094,000	94,080,000

Total 165,344,000 232,430,000

Flaxseed average 48.3 in condition Sept. 1, against 51.7 last month, 88.9 Sept. 1, 1909, 82.5 in 1908 and a seven-year average Sept. 1 of 86.6.

Rice showed a condition Sept. 1 of 88.8, compared with 87.6 last month, 84.7 on Sept. 1, 1909, 93.5 Sept. 1, 1908, and 88.4, the ten-year average condition Sept. 1.

The preliminary estimate of the yield per acre of hay is 1.34 tons, compared with 1.42 as finally estimated in 1909, 1.52 tons in 1908 and a ten-year average of 1.44 tons.

Barley condition when harvested was 69.8, against 70.0 last month, 80.5 when harvested in 1909, 81.2 in 1908 and a ten-year average when harvested of 83.1.

Oats showed a condition of 83.3, against 81.5 last month, 83.8 when harvested in 1909, 69.7 in 1908, and a ten-year average when harvested of 79.50. Comparisons for important oats states follow:

	Sept. 1, 1910.	Sept. 1, 1909.	Sept. 1, 1908.	10-yr. av.
Ill.	94	90	90	78
Iowa	100	93	80	78
Minn.	67	65	91	83
Neb.	78	78	74	73
Wis.	70	69	89	84
Ind.	94	92	83	78
Ohio	94	93	84	83
N. Dak.	25	27	88	80
Mich.	83	80	78	84
S. Dak.	66	67	87	87
N. Y.	93	94	78	87
Kan.	91	92	83	66
Pa.	97	97	76	82
U. S.	83.3	81.5	83.8	79.5

Buckwheat condition Sept. 1 was 82.3, against 87.9 last month, 81.1 on Sept. 1, 1909, 87.8 in 1908 and a ten-year average of 87.0 on Sept. 1.

Elevators Wrecked By Tornado.

The town of Heaton, N. D., 17 miles west of Carrington, on the Turtle Lake branch of the Northern Pacific Ry. was struck by a tornado on the afternoon of Aug. 29.

The wind had been blowing a gale all day, and at 5 o'clock shifted and increased in volume, the whirlwind almost sweeping the little hamlet out of existence.

The Monarch and Occident Elevators were overturned and smashed into kindling. The office and roof on driveway of the Andrews Grain Co. were torn away and the Farmers Elevator lost the sides of its driveway. The Monarch Elevator was blown across the railroad track, and one end of the freight house was crushed in by the elevator. The engraving here-with shows the wrecking crew with derrick removing debris from the track. The force of the storm can be imagined when it is considered that the wrecked houses were cribbed and strongly spiked, and that a brick bank building was wrecked. It is significant that of the four elevators in the town the Farmers, the only one having grain in store, was unmoved. Two persons were killed and 15 injured, a dozen dwellings being reduced to kindling, together with the church and both banks.

The elevator of the Farmers Elevator Co., having the sign, "Heaton Lbr. Co.", as shown in one of the engravings here-with, was damaged the least. The second engraving shows the lower part of the Farmers Elevator, the overturned Occident Elevator, and a section of roof back of the sheds along the track, together with a pile of grain running out of the Farmers Elevator. The Occident and Monarch Elevators will not be rebuilt for business this fall.



Occident Elevator at Heaton, N. D., was Turned Over by Wind Aug. 29, but Farmers Elevator withstood the Storm.

The GRAIN DEALERS JOURNAL.

Changes in Grain Rates.

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

Rules covering claims for grain shortage are published in ICC A313 by Ann Arbor, to take effect Sept. 21.

Rules covering charges and settlement of expense for grain doors, effective Sept. 22, are published by the Elgin J. & E. in ICC 1200.

The Baltimore & Ohio quote rates on flaxseed, in ICC 9573, from Chicago, Ill., to points in Ind., O., N. Y. and Pa., to take effect Sept. 15.

Rates on grain products shipped over B. & O. S. W. after Sept. 20, from Ind., O., and Ky. to points in N. Y., O. and Pa., are found in ICC 6731.

Effective Sept. 21, grain doors, bulkheads and partitions for shipment of grain in bulk, are governed by rules published by Manistee & N. E. in ICC 92.

The Wabash R. R., in Supp. 3 to ICC 2370 publishes rates effective Sept. 18, on grain products, from stations in Ill. and Mo. to eastern and seaboard cities.

A 9c rate on wheat from Kansas City, Mo., St. Joseph, Mo., Atchison, Kan. and Leavenworth, Kan., to Alton, Ill., is quoted by the Missouri Pacific in ICC A1608, effective Sept. 21.

Rates effective Sept. 17 are published by N. C. & St. L., Supp. to ICC 2652, on grain products from Chicago, Stony Island, and Burnham, Ill., and Ind. points to C. F. A. points.

C. B. & Q., in ICC 10096 give rates on grain and products between Minn. and Wis. points and Ill. and Ind. points; also points on west bank of Miss. river, to take effect Sept. 25.

Rates are found in Supp 6 to ICC 6073 on grain and products shipped over St. L. & S. F., between Ark., Kan., Mo., and Okla. points and Ala., Ark., Fla., Ill., Ia., Kan., La., Minn., Miss., Mo., Neb., Okla., and Tenn. points, to take effect Sept. 22.

In Supp. 39 to ICC C6921, C. R. I. & P. publishes rates on grain, grain products and seeds shipped from stations on C. R. I. & P. and K. C. M. & O. in Kan., Neb., Colo., and Okla. to St. Louis, Hannibal, Jefferson City, Mo., East St. Louis, Quincy, Ill., and common points; correcting terminal and other charges, effective Sept. 18.

C. R. I. & P. publish in sup. 11 to ICC rates on grain products from Ia., Minn., and S. D. points on C. R. I. & P. to Ill., Ind., Ia., Kan., Minn., Mo., Neb. and S. D. points, effective Sept. 19.

In Supp. 10 to ICC A6625 the Illinois Central publishes rates on barley, corn, oats, rye and wheat shipped from Illinois Central points to Illinois points, effective in state Aug. 18 and interstate Sept. 26.

Supp. 6 to ICC 2202 publishes Wabash rates, effective Sept. 15, on grain and products shipped from Chicago, East Hannibal and East St. Louis, Ill., and St. Louis, Mo., to interior eastern and eastern points.

The Vandalia publishes in Supp. 1 to ICC 2456, effective Sept. 12, rates on grain and grain products from St. Louis, Mo., and all Vandalia and Ill. Term. stations to eastern, Canadian and New England points.

Rates effective on C. R. I. & P. on grain and grain products from Colo., Kan., Neb., N. M., and Okla. points to Memphis, Tenn., Little Rock, Ark. and New Orleans, La. are found in sup 50 to ICC C8117.

In effect after Sept. 20, The Northern Pacific publishes, in Supp. 3 to ICC 4189, rates on grain and products from Montana points to St. Paul, Minneapolis, Minnesota Transfer, Duluth, Minn., and Superior, Wis.

Rates on flaxseed, from Chicago, Ill., Cleveland, O., East St. Louis, Ill., St. Louis, Mo., and Sandusky, O., to points in Ind., N. Y., O., and Pa., are published in ICC 5482 by C. C. C. & St. L., to be effective after Sept. 15.

ICC 1842 gives rate on grain and grain products, effective Sept. 18, from Kansas City, Mo., Kan., Missouri river points and stations on K. C. Sou. and connections, over the K. C. Southern to Ark. points and C. R. I. & P. stations.

Effective Sept. 15, the Wabash publishes, in Supp. 12 to ICC 1902, rates on grain and products, Kansas City, Mo., Kan., Council Bluffs, Ia., Omaha and South Omaha, Neb., to Ill., Ind., Ia., Minn., Mo., and Wis. points.

Sup. 11 to ICC 9314 gives C. B. & Q. rates on grain and products from Ia., and Mo. points to Cairo, Ill., Memphis, Tenn., Mobile, Ala., and New Orleans, La.; also between Chicago, Peoria, Ill., St. Louis, Mo., Minneapolis, St. Paul, Minn., and Ia. and Mo. points to be effective Oct. 1.

Effective Sept. 1, the Baltimore & Ohio Southwestern R. R. publishes in its tariff H2255-b a rate of 8c per 100 pounds on wheat, corn, oats, in carloads, minimum weight 40,000 pounds, from stations on its Springfield Division in Illinois to Chicago via only the Chicago & Alton and Wabash Railroads.

Watch For Check Swindler.

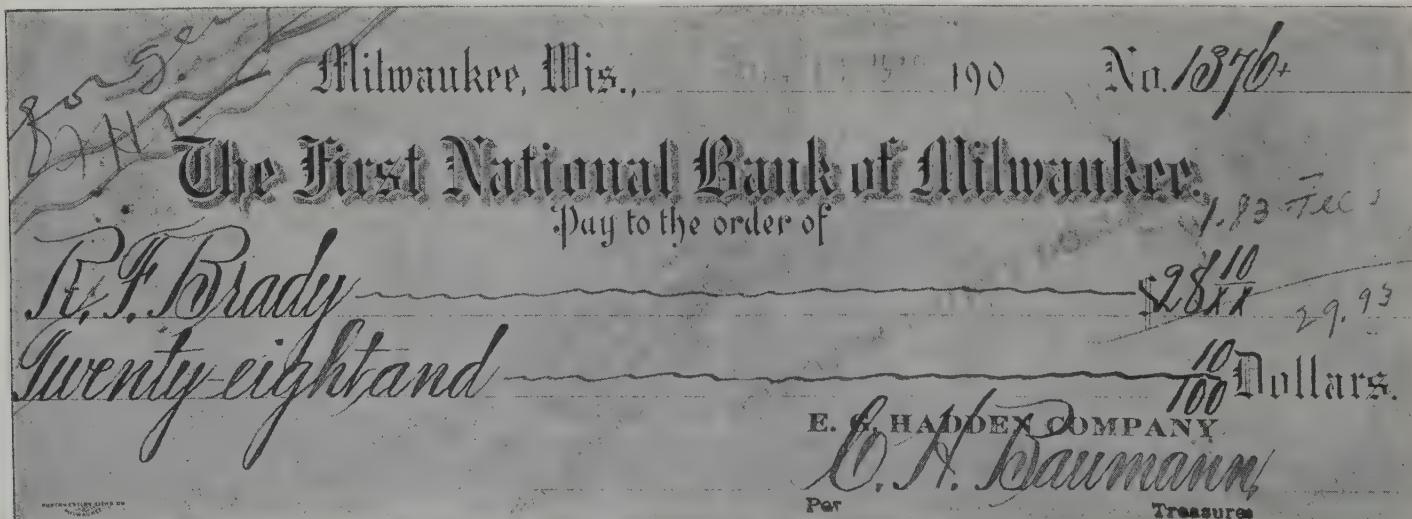
A clever forger who evidently has been employed as clerk or bookkeeper in a grain office has been victimizing grain firms and their friends in Wisconsin and Michigan by means of forged checks.

Among the many signatures forged by him are those of E. J. Furlong, manager of Paine, Webber & Co., grain and stock brokers of Milwaukee; and of C. H. Baumann, treasurer of the E. G. Hadden Co., grain brokers, of the same city. On account of his familiarity with grain office methods, it is likely he will continue to prey upon the members of this trade, who are requested to wire immediately the Thiel Detective Agency, 403 Monadnock bldg., Chicago, if anyone presents a check similar to that shown in the engraving herewith.

The several checks the swindler has passed all bear the words, "Not over thirty dollars," printed in indelible ink. Also over the signature he always neatly prints the firm name, and his favorite number for checks is 1376. Different aliases are assumed by the forger, such as Latham, R. D. Stoll, S. D. Rowe, and Robt. F. Brady. Preliminary to passing a check he will spend a day or two establishing confidence by apparent business connections with the firm whose forged check he later presents. He sent a telegram to the E. G. Hadden Co. "Mail daily grain letter care Lexington Hotel, Chicago. Robt. F. Brady."

The forger is about 35 years old, 5 ft. 6 in. in height, weighs 145 to 150 lbs. Thick set, smooth shaven, wore dark gray suit, straw sailor hat, a very smooth and easy talker, very gentlemanly in all his actions. Is well posted on grain, heating and plumbing concerns thruout the west. Look out for him.

LATER — The above gentleman was arrested last night at the Hotel Metropole, Chicago, where he had a complete plant for printing and perforating checks, and is now in durance vile.



Fac-Simile of Check Forged on Milwaukee Grain Firms.

Privileges Legalized at Chicago.

Trading in puts and calls having been declared by the courts to be a violation of the Illinois statute and there being a demand by investors that they be given the same measure of protection against loss accorded grain speculators in other states and countries the matter of devising a form of insurance that would be legal has been earnestly considered by a committee of the Chicago Board of Trade.

The committee, of which Walter Fitch is chairman, has made a report to the directors of the Board embodying a complete plan of trading in privileges thru the Board of Trade clearing house, which has the approval of the best legal talent, and will no doubt be adopted by a vote of the members, Sept. 12.

The new method of trading in indemnities is based on the principle that one who has grain bot or sold is legally entitled to protection against loss. The provisions of the contract of sale and contract of purchase, the confirmations thereof and the corresponding rules of the Board are drawn to make certain that the buyers of the indemnities actually have such insurable interest.

The contract for an "Indemnity of Purchase" having the same effect as a "put," a "down" or an "offer" reads as follows:

INDEMNITY OF PURCHASE.

Chicago, Ill., ... day of 19...
In consideration of the sum of..... dollars, receipt of which is hereby acknowledged, I hereby agree to indemnify and save harmless from any loss, not exceeding five cents per bushel, due to the decline below (rise above) per bushel of bushels of bought (sold) by the said for delivery, the said having represented that the said indemnity against loss is to protect an existing and legitimate insurable interest in the commodities forming the subject matter of this risk, not otherwise protected by contract made under this rule.

It is further stipulated and agreed between all parties interested in this contract of indemnity that—

1. This contract shall terminate at the close of the business session of the Exchange following the date hereof, unless by agreement between the parties thereto, a different time of expiration shall be specified.

2. That all claims for indemnity hereunder shall be determined by the market price of the commodity involved in this contract of indemnity at the close of the business session of the Exchange upon the day fixed for the expiration of this contract.

Signature

CONFIRMATION OF INDEMNITY OF PURCHASE.

Chicago, Ill., ... day of 19...
This is to certify that has agreed to indemnify and save harmless the undersigned from any loss not exceeding five cents per bushel due to the decline below (rise above) per bushel of bushels of bought (sold) by the undersigned for delivery upon the representation that the undersigned had an existing and legitimate insurable interest in the commodities forming the subject matter of the contract of indemnity, not otherwise protected by contract made under this rule.

Signature

Contracts for "Indemnity of Sale" read the same, substituting the words in parentheses for those preceding; and give the same protection as "calls," "ups" and "bids," as these privileges have been variously known during their checkered career in the courts.

Trade in the new indemnities is covered by the following amendment to Rule XXII of the Board of Trade:

No member of this Ass'n transacting business in his own name, or firm one at least of whose partners is a member of this Ass'n, or corporation one at least of whose executive officers is a member of this Ass'n, shall buy an indemnity for any person not a member of this Ass'n, unless such member, firm, or corporation is already carrying

for said person an open contract made in accordance with the rules and regulations of this Ass'n for the purchase or sale of commodities equal to or greater than the amount indemnified; provided, however, that it shall be permissible for a member of this Ass'n transacting business in his own name, or a firm one at least whose partners is a member of this Ass'n, or a corporation one at least of whose executive officers is a member of this Ass'n, to buy such indemnity for another such member, firm or corporation, upon the signing by the member, firm or corporation seeking the indemnity, of a written statement that the said member, firm or corporation has open contracts made in accordance with the rules and regulations of this Ass'n for the purchase or sale of commodities as aforesaid with other members of this Ass'n equal to, or greater than, the amount indemnified, and not otherwise protected by contract made under this rule.

Any member who, or whose firm or corporation, shall knowingly purchase for himself or another any indemnity as herein provided, except in conformity with the directions of the preceding paragraph, or who shall employ any device or subterfuge to create artificially an apparent insurable interest in order to purchase indemnity thereon, or who shall knowingly permit the same to be done by their agents or employees, shall upon conviction of the first offense before the Board of Directors be suspended from all privileges of this Ass'n for a period not to exceed six months, and for any subsequent violation thereof, shall be expelled.

Memoranda of amount due on indemnity contracts and of amounts due as premiums on, or considerations for the same, shall be sent through the Clearing House the same as is provided for memoranda of offsets, and payments of the same shall be made in like manner.

For negotiating contracts of indemnity, including the adjustment of claims thereunder, if any, a commission of not less than ten per cent of the consideration of the premium paid or received, shall be charged to non-members, and a commission of not less than five per cent shall be charged to members.

When a broker is employed by a clearing member for the execution of orders for contracts of indemnity, a brokerage of not less than three per cent of the premium paid or received shall be charged.

Reparation Allowed.

The following refunds have been authorized by the Interstate Commerce Commission: \$38 to Dan Joseph & Co., Columbus, Ga., from the Cent. of Ga. Co. for overweight on oats, C. L., from Elk City, Okla., to Columbus, Ga.; \$62.35 to Minnesota & Iowa Eltr. Co. of Minneapolis, Minn., from C. R. I. & P. Ry. Co. for unreasonable charges on bulk corn, from Sioux City, Iowa, to Linsmore, Minn., and rate ordered not to exceed 10c on 100 pounds for a period of two years; \$3.20 to the Dakota Cereal Co. from C. M. & St. P. Co. for unreasonable rate on barley from Ortley, S. D., to Chicago, Ill., and rate ordered not to exceed 18½c per 100 pounds for a period of two years.

The McCaull-Webster Eltr. Co., Minneapolis, Minn., has been granted \$29.19 refund from the C. M. & St. P. Ry. Co., March 7, 1910, on account of unjust rate from Sioux City, Ia., to Pemberton, Minn., on bulk corn from Wathill, Neb., to Pemberton, Minn. Ballard & Ballard, of Louisville, Ky., were granted a refund of \$14.97 from the Central Indiana Ry. on July 29, 1910, on account of overcharge on one carload of wheat, from Sharps, Ind., to Louisville, Ky., on Jan. 5, 1909. The McCaull-Dinsmore Co., of Minneapolis, Minn., was granted a refund of \$32.65 from the Northern Pacific Ry. on Aug. 18, 1910, on account of overcharge on one car of bulk corn from Springfield, S. D., to Ellensburg, Wash. O. A. Talbot & Co., of Keokuk, Ia., were granted a refund of \$23.94 from the C. B. & Q. Ry., Aug. 20, 1910, on account of overcharge on one carload of wheat from Mungers Switch, Mo., to

Chicago, Ill., July 31, 1909. The Kelley Bros. Grain Co., Wichita, Kan., was granted a refund of \$32.56 from the St. L. & S. F. R. R. on Aug. 15, 1910, on account of overcharge on one carload of snapped corn from Harper, Kan., to Joplin, Mo.

For alleged infringement of trade rights in the sale and manufacture of corn flakes the Kellogg Toasted Corn Flakes Co. has brot suit against the Kellogg Food Co., the Kellogg Toasted Rice Flake & Biscuit Co. and Dr. John H. Kellogg to recover \$100,000 damages. It is alleged that the latter 4 years ago sold his rights to W. K. Kellogg, pres. of the Kellogg Toasted Corn Flakes Co.

T. B. Morton Dead.

Turner B. Morton, the well-known grain commission merchant of St. Louis, was stricken with apoplexy on the floor of the Merchants Exchange Aug. 25 and died in his office in the Exchange bldg. three-quarters of an hour after.

His beginning in the grain business was made in 1872 with Wright, Rickart & Co. In 1884 he became a partner in the firm of Messmore, Gannett & Co., and later in Messmore, Morton & Co., becoming the head of the present firm of Morton & Co., in 1900.

He was born in Pike County, Illinois, October, 1849, clerked in his uncle's general store at Montezuma, Ill., until 1865, when after some experience as steamboat clerk in 1872 he went to St. Louis.

Mr. Morton has always been actively identified with the work of the Exchange, having served as director, and for many years has been connected with important committee work. He has labored earnestly for honest inspection, and for the constant improvement of the present weighing system. Any matter that promised for the good of the St. Louis market found him ready to do more than his part. He was earnest, fearless, indifferent to the criticism of enemies, a tireless worker in the office and for the Exchange. A portrait of Mr. Morton is reproduced in the engraving herewith.



T. B. Morton, St. Louis, Mo., Deceased.

The GRAIN DEALERS JOURNAL.

Passing of Title to Carload of Wheat.

The Missouri Court of Appeals on June 6 sustained the decision of the St. Louis Court of Appeals in favor of J. L. Wright in his suit against the Mississippi Valley Trust Co. to recover payment for a carload of wheat sold by Wright to McReynolds & Co., whose check for \$999.38 the bank dishonored.

On Jan. 13, 1906, plaintiff sold on the floor of the Merchants Exchange in St. Louis to McReynolds & Co. a car load of wheat, then on the track in St. Louis to be delivered at the Southern Elevator, East St. Louis, Ill. The wheat was sold by sample. At the time of sale, the weights were unknown, and nothing was said about terms of payment. By custom sales made at the Merchants Exchange, in the absence of any other agreement, were deemed cash sales to be paid for on delivery and ascertainment of weights. Plaintiff had this car of wheat reshipped with directions to deliver to the Southern Elevator, East St. Louis, to the account of McReynolds & Co. This was done, and the weight sent to plaintiff, and the warehouse receipt for the grain sent to McReynolds & Co., who issued to plaintiff their check on defendant, Mississippi Valley Trust Co. on Jan 17, in payment for the wheat. This check was presented for payment on Jan. 19 and payment refused; McReynolds & Co. having failed. On Jan. 18 McReynolds & Co., having overdrawn on that day their account with the defendant, deposited with the defendant the warehouse receipt aforementioned with other collateral to secure their overdrafts. Plaintiff, upon learning of that fact, demanded of defendant the return of the car of wheat or the delivery to him of the warehouse receipt, which was refused by defendant. Defendant disposed of the car of wheat and applied the proceeds upon the indebtedness of McReynolds & Co.; it being insufficient to meet the overdrafts drawn on Jan. 18. In giving the decision Judge Cox said:

There are two questions for determination in this case. The first is: Under the facts of this case, did title to the wheat pass from plaintiff to McReynolds & Co.? If it did, then plaintiff has no claim whatever against defendant; but, if it did not, then if it be true that defendant is a bona fide holder for value of the warehouse receipt, still plaintiff cannot recover; but, if it is not a bona fide holder for value, then he can. As to the question as to the title of the wheat having passed to McReynolds & Co., the general rule is that a sale of personal property, unless a different agreement is made, is a sale for cash. That is, to be paid for on delivery, and, unless payment is made upon delivery, title does not pass, and the vendor may retake the property sold.

The question as to time of payment, even tho it be a cash sale, may be waived by the vendor; and, if it is, then title passes and becomes complete in the vendee. We think the sale was a cash sale. The fact that the car was on the track and its weights were unknown made it impossible to determine the amount to be paid until the grain should be weighed. The intention of the parties was that payment should be in cash, and the shipping of the grain to the elevator for weight and the receipt of the check being according to the usual custom was not a waiver of that provision, and our conclusion is that title did not pass to McReynolds & Co., and when their check was dishonored plaintiff had the right to retake the wheat unless the warehouse receipt, which was a negotiable instrument was being held by defendant as an innocent purchaser for value.

Defendant contends that the evidence in this case shows that it had what it calls a "running agreement" with McReynolds & Co. that, should they overdraw their account on any date, they would, before the close of business hours on that day, deliver to defendant collateral to secure the money paid on such overdrafts. The court in its finding of facts did not find whether

this agreement was actually made or not; but we are disposed to treat this case as tho it was made. The question then is whether defendant is a bona fide holder for value of the warehouse receipt in question. This depends upon the force to be given to this agreement, and the assignment of this warehouse receipt under it.

We do not find any case in which this precise question has been decided.

The legal title to negotiable paper transferable by indorsement and delivery does not pass to the vendee until actual indorsement and delivery, tho the instrument may be purchased and the money paid therefor prior thereto. The indorsement and delivery, when made, have no retroactive force, and the rights of the vendee are to be determined by the facts existing at the time of the indorsement and delivery, and, if this occurs after maturity, he is held to be a purchaser after maturity, and is not a bona fide holder for value.

When the payment of the money and the transfer of the legal title are not contemporaneous, they must both occur before the holder can assert any rights as a bona fide holder for value. The reason underlying the rule which protects the innocent holder of commercial paper is that he had paid value on the faith of the validity of the instrument and the solvency of the parties, and when value has not been paid he is not protected.

Coming to the facts in this case, it is clear that no credit was extended nor money paid at the time of the transfer of this warehouse receipt, nor was any money paid in expectation that this particular collateral would be furnished.

The inducement which led defendant to pay the overdrafts was the promise of McReynolds & Co. to furnish collateral to secure them; this contemplated that the money should be paid before the collateral was furnished, and hence the inducement to pay the money was the promise of McReynolds & Co. that some security would be furnished, and not the belief that this particular collateral would be furnished.

The debt was in existence before the transfer was made, and the creation of the debt by the payment of the money on the overdrafts and the transfer of this collateral cannot be held to be contemporaneous, for the reason that the money was not paid under an agreement that this particular collateral should be furnished, and, this being true, the fact that the time which elapsed between the creation of the debt and the transfer of the collateral was short, both occurring on the same day, can make no difference.—129 S. W. 407.

A Hay Convention Echo.



Big Dan Mullally of St. Louis gave little Harry Fisher of New Orleans positive instructions not to get his feet wet

Certification of Bs/L.

Francis B. James, of Cincinnati, one of the two attorneys representing the shippers at the freight rate hearing at Chicago, also is an authority on the subject of Bs/L, being chairman of the committee on commercial law of the State Commissioners for Uniform Laws, which drafted the act to make Bs/L uniform.

Mr. James says "the commercial world regards an order B/L as the exclusive representative of the property described therein, and therefore as a negotiable instrument and a part of the paper currency of the country. An order B/L can well be called 'commodity currency.' A duly endorsed order B/L is almost invariably accompanied by a draft. The order B/L is, therefore, a necessary complement of the draft—the B/L representing the unit of quantity, and the draft the unit of value."

"The legal defects which have arisen to defeat the bona fide purchaser of value of an order B/L are due to accommodation, fraudulent, spent and altered Bs/L. Accommodation and fraudulent Bs/L arise where the carrier has not received the commodities described in the B/L, and if the B/L has appended thereto the genuine signature of a railroad official. According to the rules of agents in every other branch of the law the carrier would be bound. According to the law of carriers, as announced by the Supreme court of the United States and some of the state courts, the railroad company is not bound to the bona fide purchaser of value, even tho the signature be genuine. This is one of the great growing evils in the present Bs/L situation."

"The solution of the problem is to apply the general rules of agents to the carriers which now govern all other business transactions and to make the carrier liable on accommodation Bs/L. The other danger, which the bona fide purchaser of value of an order B/L is liable to, arises in the case of forgery of the signature of the agent of the railroad company. This must also be guarded against by some way of authenticating the signature of the agent by the official stamp, such as is used on passenger tickets. It has been estimated that the value of commodities transported in a single year on both straight and order Bs/L amounts to \$25,000,000,000, and that bank credits are extended to the amount of \$5,000,000,000 annually on order Bs/L alone."

"The movement to make uniform the law of Bs/L in the various states is a step forward in the effort of giving greater credit to Bs/L. What is needed is an Act of Congress applicable to interstate commerce and foreign commerce, safeguarding order Bs/L and making the carriers liable on accommodation and fraudulent Bs/L, and requiring the carriers to authenticate by some appropriate official stamp, the signature of the agents of the railroad company entrusted with the power of signing order Bs/L."

An effort is being made by A. W. Green, of Chicago, to disclose the authorship of the mysterious circular which precipitated the failure of the old Fidelity National Bank, of Cincinnati, and prevented the cornering of wheat by E. L. Harper in 1887. It is believed that the circulars were sent out by interests which profited by Harper's failure.

Rate Hearing at Chicago.

Taking of testimony on the reasonableness of the proposed advances in freight rates was begun at Chicago Aug. 29 by Special Examiner Geo. N. Brown. The Interstate Commerce Commission also was represented by Attorneys Frank Lyon and C. N. Hillyer. The shippers were represented by Francis B. James and J. H. Atwood, attorneys.

E. P. Ripley, pres. of the Atchison, Topeka & Santa Fe R. R. was the first witness called, and with Auditor W. E. Bailey and other officials of the same road occupied three days. Mr. Ripley said the rebuilding of the lines and the investment of capital in non-productive terminals should be met by the earnings and not by issue of new capital to burden posterity. He said if it cost \$1 to transport certain freight and it was worth \$3 to the shipper he would not hesitate to charge the shipper \$3. The best rule he knew for reasonable freight rates was "what the traffic will bear."

Rock Island officials furnished tables of earnings and expenses, alleging that the former have decreased and the latter increased.

Henry Miller, general manager of the Wabash, stated that his road has never paid a cent in dividends since it emerged from reorganization several years ago. The road has discarded 100 locomotives and bought 150 new engines since 1905; but it has not bought a freight car since 1907 nor a passenger car since 1904.

Attorney Atwood brot out that the Santa Fe had set aside this year \$703,000 for fuel expense fund, while in the banner year 1907 only \$191,000 was so set aside, suggesting that an attempt was being made to make a showing that increased expenses warranted an increase in freight rates. Mr. Atwood also brot out that the bonds of the road exceeded

by at least \$8,000,000 the amount of cash for which the bonds were sold.

After a week of verbal battle Attorney James accused Comptroller Nay of the Rock Island of ulterior methods in failing to present certain figures.

"I want to say to you that you lie if you say there is any ulterior purpose there," shouted Attorney Pierce of the Rock Island, stepping toward Attorney James and shaking his fist in his face.

"We are getting tired of having these shippers' lawyers charge us with fraudulent methods. If you don't like what I say I'll meet you outside any time you wish."

Attorney James, shrinking back from the threatening fists of Pierce, appealed to Examiner Brown for protection.

"I am going to make a personal request of the examiner," he said, "that he see to it that every time I ask a question I am not threatened with physical assault by these ruffians," pointing at Pierce.

Interstate Commerce Commissioner Chas. A. Prouty arrived Sept. 2 and brot the hearing to a close. The shippers had made written protest against the important investigation being conducted by a clerk and desired that the entire commission hear the evidence. The carriers had protested against the methods of Attorney Lyon, declaring he had prejudiced the case against the roads.

Mr. Brown left to open a hearing at New York Sept. 7; and on Sept. 19 the investigation will be resumed at Chicago, members of the Commission giving it their personal attention.

Trading in futures has been allowed in Germany only recently but considerable such transactions have been recorded already in the Grain Exchange at Mannheim.

Elevator at Omaha, Neb.

Omaha enjoys the distinction of being the second corn market in the world, and is one of the greatest primary grain markets in North America. In less than seven years the Omaha market has grown until it stands fourth in receipts of oats and fifth in receipts of wheat.

To handle the increasing volume of business the members of the Omaha Grain Exchange early foresaw the necessity of providing grain elevator capacity. Accordingly there has been erected seventeen elevators having a storage capacity for 7,000,000 bus. and a handling capacity of more than equal to the annual receipts of nearly 45,000,000 bus.

One of the largest, newest and best equipped houses at Omaha is Elevator B of the Holmquist Elevator Co., which is illustrated in the engraving herewith. It is situated on the Missouri Pacific tracks, can handle 80 cars per day, and has a storage capacity of 450,000 bus., an addition of 350,000 bus. capacity having been erected last fall.

Elevator B is of the cribbed construction, covered with galvanized iron siding and roofed with paper composition. It is fully equipped with cleaning machinery and has five elevating legs, all driven by 300-hp. General Electric Motors. Its facilities for handling grain are well rounded out by an Ellis Grain Drier and complete sacking arrangements to put out 12 cars per day.

Because of the lack of facilities for drying and cleaning, grain along the Siberian railways has always been subjected to more or less damage. As a result of this the Siberian Exchange Board will build a number of well-equipped elevators along the line of the Siberian Railroad as a start toward an improved condition.



Elevator B of Holmquist Elevator Co. at Omaha, Neb.

The GRAIN DEALERS JOURNAL.

Construction of Side Tracks to Elevator.

In the suit by E. K. Haywood and the state against the St. Louis & San Francisco Railroad Co., the order of the state corporation commission that the road build a side track to Haywood's elevator has been reversed by the Supreme Court of Oklahoma.

At Boynton, Okla., some time prior to the location of complainant at that point the defendant railroad company which operates a line of road through said town had permitted an elevator to be located on its right of way adjacent to, and alongside of, its established side track. The complainant, without requesting the privilege of locating his elevator on this side track, built the same about a quarter of a mile therefrom and off the right of way, and this case grows out of the allowance of his application by the corporation commission in an order requiring the company to construct for his use at its cost a spur of track running from the main line of the railroad to his elevator.

Judge Dunn said: The facts of this case fall squarely within the case of Chicago, Rock Island & Pacific Ry. Co. v. State et al., 99 Pac. (Okla.) 901, in which this court on consideration of facts identical with those in the case at bar held: "Private person or corporations desiring the construction of side tracks to accommodate their particular industries should proceed under Const. art. 9, sec. 33 (Bunn's Ed. sec. 246), requiring such persons or corporations to pay the expense of such construction, and not under section 16 [18] (Bunn's Ed. sec. 222), relating to the establishment of public service facilities and conveniences."

The company in the case at bar having permitted one elevator to be established on its side track on its right of way was required by the law of its business and existence to refrain when requested from denying others the same privilege. In the case at bar the complainant testified that he had never made any request to locate his elevator on the right of way upon the track where the other one was situated nor upon any side track located at that station. He requested permission to build it upon the right of way at another point where there was no side track or other elevators and this request has been denied. Then it was that he built it off the right of way. The duty resting upon a common carrier to render service to all alike is based upon the proposition that it shall in no instance unjustly discriminate in favor of some and against others, and the complainant in this case, in order to show that he has been unjustly discriminated against, must first show that he made application for the same service which was at that time being rendered to others, and that it was denied him.

If complainant could build his elevator off defendant's right of way and then demand that a side track be built to it at the cost of the railway company, so could as many others as might apply, and the railroad and finally the general public by such a process would be burdened unreasonably by the expense incident thereto. Hence it follows that complainant having selected his own location for his elevator, and by making no request for a location on the side track and alongside of the elevator already built, will secure his facilities under section 33 of article 9 of the Constitution, and cannot avail himself of the remedial provisions

of section 18 of article 9 of the Constitution. 106 *Pacific Rep.* 862.

Willis E. Shelden,

Jackson, Michigan, is a new grain dealer, a man who has been identified with the grain trade at Jackson for over twenty years, but until this month he has not conducted business in his own name.

For eleven years, Willis E. Shelden, who is well known to members of the trade in different sections of the country, was with Waldron & Walker, at that time extensive grain shippers of Jackson, who also operated a line of country elevators. During the last nine years Mr. Shelden has been Secretary of the Stockbridge Elevator Co., and had entire charge of its grain department.

When the Michigan Grain Dealers Ass'n was organized several years ago, Mr. Shelden was made chairman of the Arbitration Committee, and was the Michigan Ass'n's representative on the directory of the National Ass'n. Now he has opened an office in Jackson and will engage in the handling of cash grain in car lots, shipping Michigan grain out of the state, and buying Indiana and Illinois corn for distribution in the state. Mr. Shelden has attended many of the grain conventions during recent years and won a host of friends in the trade, so he is sure to have a good business from the start.

That winter wheat can be grown with profit in North Dakota is the belief of Thomas Cornell of Hamilton, N. D., who obtained seed from northern Alberta, sowed it on August 11, harvested it July 19 and had it threshed August 8. The grain was of excellent quality; yield, 36 bus. per acre.



Willis E. Shelden, Jackson, Mich.

Vessel Clearance Ass'n at Fort William a Success.

The Lake Shippers Clearance Ass'n held its first annual meeting in the Grain Exchange at Winnipeg, Aug. 25. Pres. John Fleming said: "Something over a year ago the Ass'n was a dream in the minds of a few enthusiasts; today it is a live institution and an outstanding feature in the grain shipping business, and has already, even in the initial and difficult period of its history, when experience was lacking and much organization had to be done, amply proven its usefulness. We finished the year with a surplus of \$5,875.61; part of this is in the form of office furniture, and your directors are also making arrangements to purchase a seat on the Grain Exchange, which will take about half of the remainder. The expenses amount to \$24,000, which is \$4,000 more than was estimated, but the revenue has also been greater than the estimate, which indicates that the clearing house has been fully appreciated and largely used."

General Mgr. F. W. Young reported: "The Ass'n had its severest test during the last five days of navigation, when in order to carry out all the orders placed with us and clear the boats chartered to leave port before midnight of December 5, it was necessary to clear 45 boats with over 8,000,000 bus. of grain. This was considered an impossibility by those who had experience of years loading at Fort William. Yet the Ass'n accomplished and cleared the 45 boats with 8,188,620 bus. and at midnight of the 5th did not have a boat on hand, that was chartered to clear.

"The advantage of the Ass'n to the boats is not confined to the limiting of the number of houses they might have to go to. When the boats are all loading thru the Ass'n, the elevators are kept clear for them, and if a boat has to move from one house to another they are never delayed through having to wait on account of other boats having the dock. Consequently, thru the system we pursue, boats loading at more than one house frequently have nearly as good dispatch as boats loading at one house.

"A boat can easily make the round trip to Georgian Bay or Buffalo in ten days. If she carries 3,000,000 bus. at 2½ cents, her gross freight would be \$750 a day without taking into consideration her up freight. If the association saves this boat even one-half day, it means \$375 to the boat, yet the most we could charge under our present arrangement would be \$90."

The election of officers resulted in the return of the entire directorate of last year, namely, Pres., John Fleming; vice-pres., Capel Tilt; treas., A. K. Godfrey; sec'y, A. C. Ruttan; director, Hugh N. Baird.

The actual amount of grain cleared between Sept. 20, 1909, and July 30, 1910, by this Ass'n was as follows: Wheat, vessel, 47,216,467; rail, 3,828,194; total, 51,039,661. Oats, vessel, 17,416,717; rail, 688,949; total, 18,105,666. Barley, vessel, 2,249,689; rail, 155,050; total, 2,404,739. Flax, vessel, 2,613,263; rail, 277,151; total, 2,890,414. Grand total, 74,440,480.

The New York board of health is investigating what are pronounced the first cases in the United States of gangrenous ergotism, a corrosive disease frequently found in the Orient, caused by eating bread made from spoiled rye.

Screenings

I find that the Grain Dealers Journal provides very interesting reading, and is a valuable assistant in our business.—H. E. Bash, Ft. Wayne, Ind.

Gratifying results have been obtained in Minnesota from wheat bred at the Experiment Station and the seed distributed to farmers throughout the state. "Minnesota No. 169" has increased the yield over the parent variety, as shown by an eight-year test at the station, 4.2 bushels per acre; while the increase per acre, compared with the common wheat raised over the state, is 3.3 bushels in an average of trials by eighty-nine farmers.

Visible supplies of wheat fell to the lowest point in years on July 23, 1909, at 6,034,000 bus. There followed an increase to 31,086,000 bus. on Dec. 4, 1909, and a subsequent decrease to the low point for 1910 on July 23, which was 10,082,000, exactly a year after the low point of 1909. Visible supplies usually increase during the late fall, and on Sept. 5, 1910, the visible had increased to 26,452,000 bus. The European visible supply is about 75,000,000 bus., or 25,000,000 more than a year ago.

As a result of experiments conducted at the Kansas Agricultural School it has been conclusively shown that where college-bred wheat has been sown the yield per acre has been increased 5 bus. Experiments conducted by the state school in Minnesota, in which 89 farmers took part, resulted in an increase of 3.3 bus. per acre over the average yield of common wheat, the college itself obtaining even better results. Every farmer should study intelligently the selection of seed and this together with better fertilization, cultivation and crop rotation could not help but greatly increase his returns.

Grain itch, an eruptive disorder of the skin, new to the physicians of this country, which since 1901 has been appearing in the vicinity of Philadelphia and in Indiana, Ohio and other states, is described and illustrated by J. F. Schamberg in the *Journal of Cutaneous Diseases*, 28, 1910. The disease is characterized by a widespread urticarial eruption accompanied by intense itching and commonly by mild fever and other systemic symptoms. It is due to contact with cereals of straw infested with *Pediculoides ventricosus* or an allied species of mite. An identical affection from contact with sacks of barley or wheat was noted many years ago in France and Germany. This mite preys upon grain destroying insects.

J. Collin Vincent, a member of the New York Chamber of Commerce, has arranged an exhibit of grain of 144 different varieties, which he has labeled: "What the American farmer has to go up against in foreign trade." He is exhibiting it at county fairs. The samples are taken directly from grain shipped by the growers. As England is a world-wide importer of grain, he got many samples of foreign grain from friends there. Wheat is the chief feature. Big mealy Russian grains stand next to dark ones from Argentina and the best of English grains look well beside parched specimens from India. Significant samples of off-grade wheat were obtained from shipments made by careless Maryland farmers, who vainly expected top prices.

Rice polish made in the United States is exported to Germany and made into buttons. It is sometimes used as a stuffing in sausage.

The Grain Dealers Journal is a splendid paper, well worth the subscription price.—T. J. Cordes, mgr. H. A. Hillmer Co., German Valley, Ill.

We consider the Grain Dealers Journal one of the most valuable papers we receive, and are always glad to get it.—C. R. Rauch, mgr. Iowa-Mo. Grain Co., Lamoni, Ia.

Carbon bisulfid is reported to be an effective weed killer by E. V. Wilcox in press bulletin 25 of the Hawaii Station. The bisulfid was poured upon the stems of numerous plants about 6 inches above the surface of the ground. In most instances no effect appeared until after a lapse of a considerable period. On Crotalaria the death of the plant, root and branches was produced in 4 to 10 days. Oi and Lantana bushes 2 ins. in diameter, died in 17 to 32 days. Young prickly pear plants fell over on the ground in some instances within 24 hours and others were dead within 2 days. No visible effect was produced upon guavas for a period sometimes as great as 2 or 3 months, but the plants almost invariably eventually withered and finally died.

Imports and Exports of Beans.

Beans and dried peas amounting to 1,015,157 bus. were imported during the year prior to July 1, 1910; against 3,355,405 bus. during the previous year.

During the year ended July 1 we exported 366,115 bus. of beans of domestic and 66,367 bus. of foreign origin; compared with 298,209 bus. of domestic and 56,072 bus. of foreign origin exported during the year ended July 1, 1909, as reported by O. P. Austin, chief of the Bureau of Statistics.

Arrangements Being Made For Annual Meeting of Grain Dealers National Ass'n.

John F. Courcier, of Toledo, O., sec'y of the Grain Dealers National Ass'n, is meeting with considerable success in his efforts to prepare an interesting program for the coming meeting of the G. D. N. A. at Chicago, Oct. 10, 11 and 12.

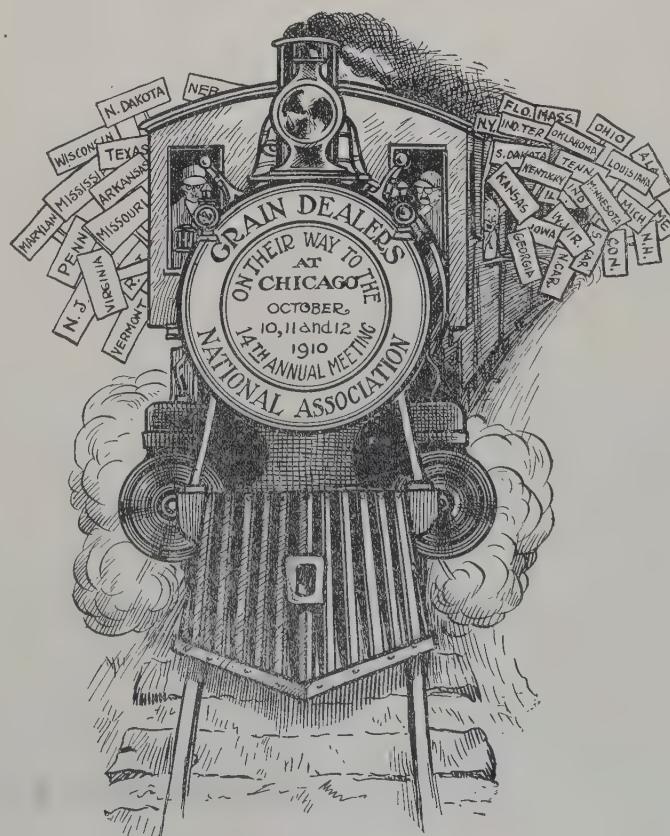
The Hon. E. J. Watson, commissioner of agriculture of the State of South Carolina, will speak on the subject: "Grain in the South."

Hon. Chas. E. Townsend, member of congress, for Jackson, Mich., will deliver an address on the subject, "A Good Bill of Lading."

J. C. Lincoln, commissioner of the Traffic Buro of the Merchants' Exchange of St. Louis, and president of the National Industrial Traffic League, will address the convention on "The Federal Railroad Law as Amended."

The sessions of the convention will be held at the La Salle hotel. A great deal of interest is manifested in the meeting and a good attendance is assured.

The management of the National Corn Ass'n has prohibited the sale of prize-winning exhibits at the fourth annual national corn exposition, to be held Jan. 30 to Feb. 11, 1911, at the state fair grounds, Columbus, Ohio. This will be the first exposition where samples have not been sold at auction. At the last, held in Omaha, one sample of corn sold approximately at the rate of \$2,345 per bu., and a peck of wheat sold at a price that would make it bring \$800 a bu. The only samples becoming the property of the exposition this year are those winning the grand champion prizes; the balance remain the property of the individual exhibitor, or state organization assembling the exhibits for the exposition.



Seeds

Alfalfa seed is a big crop this year in the vicinity of Chinook, Mont.

The elevator of the Griswold Seed Co., at Lincoln, Neb., has been burned.

New York exported during the week ending Aug. 3 1,149 bags of clover seed and imported 4,663 bags, chiefly crimson and perhaps millet.

Kansas City received during the month of August 9,000 bus. of flaxseed and shipped 8,000 bus.

S. G. Courteen of Milwaukee has purchased 100 acres of land and the handsome residence of A. Montgomery Ward on Lac La Belle, Oconomowoc, Wis.

Duluth received 50,936 bus. of flaxseed and shipped 98,498 bus. during August; compared with 48,620 bus. received and 342,668 bus. shipped in August, 1909.—Chas. F. Macdonald, sec'y Board of Trade.

Peoria received during the month of August 30,000 bus. of seeds and shipped 90,000; compared with 15,000 bus. received and 60,000 shipped in Aug., 1909.—John R. Lofgren, sec'y Peoria Board of Trade.

Toledo receipts of clover seed for the week ending Aug. 3 were 686 bags, making 2,586 for the season, against 3,207 for the corresponding period of the season preceding. Receipts of alsike were 446 bags, against 248 a year ago.

London, Eng.—The autumn sowing demand is now increasing. Trifolium, both early and late, in fair demand at firm prices. Rape and mustard unchanged. Rye now freely appearing and favoring buyers. Winter tares should shortly be on offer.—John Picard & Co.

Hamburg, Germany.—First cutting of red clover made good yield, but much of it was harvested in wet condition. Bulk of white clover is badly stained by rain. Favorable reports of alfalfa are received from Turkestan, Italy and southern France. Timothy will yield below an average.—R. Liefmann Sons Successors.

Suggestions for the growing, selection and storage of seed corn in South Dakota are given by C. Willis and H. B. Potter in S. D. Sta. Bulletin 118, together with yields of 15 varieties. For 5 years Rustler white dent averaged 49.2 and Triumph yellow flint 46.9 bus. per acre. Four-year averages for Golden Ideal and Minnesota No. 13 were 53.3 and 50.5 bus. per acre respectively.

The clover seed market at Toledo has made a wonderful move forward this week, touching \$9.40 for October, December and March, and remaining only a little below this for the last few days. Ohio promises a larger crop than last year, which, according to official reports just issued, was only 141 bushels, but less than was expected earlier in the season.—O. C. C.

Many complaints are made of bladder campion and night-flowering catchfly being introduced in clover seed supposed to be clean, and there is a general demand for a revision of the Seed Control Act to prevent misrepresentation as to quality. There are also many complaints of sow thistle and other weeds going to seed on highways and waste places where nothing is done to enforce the law in regard to keeping them cut.—Seed Commissioner, Dominion of Canada.

Timothy seed is selling in the Chicago market at the highest prices ever reached. Last week \$8.75 was bid for October delivery, against \$3.60 a year ago. March seed commands the same price and cash lots are held high. The prices have been advancing for weeks and the market is nearly bare of seed, the scarcity being due to dry weather at the time the seed was forming.

Experiments conducted with red clover and a serradella to determine the reason for the lack of success with inoculation when serradella follows red clover in crop rotation are described by B. Steglich in the *Jahresbericht Landw. Konigr. Sachs.*, 1908. The poor growth of the serradella was found to be due to the injurious action of the clover tubercle bacteria on the serradella.

Baltimore received during August 1,594 bus. of clover seed and 7,152 of timothy seed compared with 3,666 bus. of clover seed and 7,712 bus. of timothy seed received in August last year. Shipments included 447 bus. of clover seed and 2,417 of timothy seed against 679 bus. of timothy and no clover seed shipped in Aug., 1909.—James B. Hessong, sec'y Baltimore Chamber of Commerce.

A letter written by Benjamin Franklin Mar. 24, 1757, when he was deputy postmaster of the colonies, has been found in the Athena Library of Nantucket Island. In it he sends some seeds of broomcorn to a Mr. Ward with instructions for planting, showing that even at that early day government servants seized the opportunity to burden the post office as do our present day Congressmen in their free seed graft.

Chicago received during the week ending Sept. 3 1,047,000 lbs. timothy seed; 47,800 lbs. clover seed; 986,100 lbs. other grass seeds; 44,100 bus. flaxseed; against 2,020,381 lbs. timothy seed, 177,260 lbs. clover seed, 915,400 lbs. other grass seeds and 24,000 bus. flaxseed during the corresponding week in 1909. Shipments for the week were 632,300 lbs. timothy seed, 33,700 lbs. clover seed, 249,200 lbs. other grass seeds, and 9,200 bus. flaxseed; against 734,378 lbs. timothy seed, 44,837 lbs. clover seed, 1,514,217 lbs. other grass seeds and 9,248 bus. flaxseed during the corresponding week of 1909.

The district officers of the Government Seed Branch have been engaged in inspecting the plots of members of the Canadian Seed Growers Ass'n and in arranging field crop competitions in the provinces where judges are supplied by the Seed Branch. Reports so far received indicate that the Seed Growers Ass'n members are doing better work than ever, and there will probably be a large supply of registered seed produced this year. There will be more field crop competitions in the eastern provinces this year, with the numbers not quite so large in Saskatchewan and Alberta.

Imports of clover seed during the year ended July 1, 1910, amounted to 18,069,830 lbs.; exports, 6,977,685 lbs. and no re-exports; compared with 18,786,451 lbs. imported, 16,186,133 lbs. exported and 55,590 lbs. re-exported in the previous year. Imports of flaxseed during the year ended July 1 aggregated 5,002,496 bus.; exports, 65,193; against 593,668 bus. imported and 882,889 exported during the year ended July 1, 1909. We exported 27,113,056 lbs. of timothy seed during the year ended July 1 against 23,346,614 lbs. exported during the previous year, as reported by O. P. Austin, chief of the Bureau of Statistics.

The clover seed market traveled the automobile pace last week. Prices have advanced a dollar. Bulls predict twelve-dollar seed later on. Country shippers in favored sections, and foreigners, are chief shorts. Crop is short and late. Ohio and Indiana are largest producers. They generally raise as much as the other states combined. Michigan is a good third. Last year Ohio raised 141,000 and Michigan 128,000. Indiana statistician says their figures will not be out till November first. Wisconsin raised largest crop last year, 450,000 bushels, but only 90,000 two years ago. It is followed by Missouri, Iowa, Minnesota and Illinois. Very little old seed left.—C. A. King & Co.

For a good yield of clover seed the crop must bloom in a dry season. With much wet weather at blooming time, however, the crop might as well be cut for hay. It will contain practically no seed. Growers observe also that a rank growth of stem and leaf is inimical to a heavy yield of seed. There are other reasons for pasturing or clipping clover back; the straw is greatly reduced in quantity, lodges less readily and blooming is usually brought about at a dry time and at a time when insects which are usually thought necessary to the fertilization of clover are most abundant. Probably more than 95 per cent of all the common red clover seed produced in the United States is produced from the second crop. The yield by this method seldom exceeds two bushels per acre and more often is less.—C. B. Smith, Bureau of Plant Industry.

For the most part variety and breed improvement is and probably ever must be a relatively slow and tedious process. In most lines there has been discovered no method of making rapid improvements. None better knows the falsity of claims of marvelous and rapid changes by breeding than those who make these claims. Exaggeration is the most dangerous enemy to plant and animal improvement and to the sane consideration of eugenics. On the other hand modest increases in plant and animal products when applied to hundreds of millions of farms give increased billions of products. The day is rapidly coming when public authorities and private interests will be justified, by achieved results in breeding, in making all needed investments of money and time in creative breeding along lines of economic improvement.—Willet M. Hays, assistant sec'y of agriculture.

Three prosecutions for violations of the Seed Control Act were conducted in Ontario during July. Sylvester Stratford, a farmer of East Oakland, Brant county, was convicted and fined for selling red clover seed contrary to section 8 of the Seed Control Act. A sample of this seed was exposed on the Brantford market and orders were filled from a business house in the city. William Ryan & Sons, Newburg, were convicted and fined for selling alsike seed contrary to section 8. This seed contained 27 of the weed seeds named in the Act per 1,000 of the good seed. R. E. McKenzie, Belgrave, was convicted for selling alsike seed labeled Extra Choice, in violation of section 7. This seed contained nearly as many weed seeds as are allowed under section 8. The court held that Extra Choice designated the seed as No. 1 and that it was therefore sold in violation of section 7. Mr. McKenzie escaped fine under subsection 2 of section 9, as it was proved that he obtained the seed in good faith from E. Edmonds of Simcoe.

Cincinnati received during August 430 bags of clover seed and 3,488 bags of timothy seed; compared with 1,674 bags of clover seed and 1,052 bags of timothy seed during the corresponding period of 1909. Shipments during August amounted to 1,938 bags of clover seed and 2,204 bags of timothy seed, compared with 1,889 bags of clover seed and 2,141 bags of timothy seed shipped in August of 1909, as reported by C. B. Murray, supt. of the Chamber of Commerce.

Seed Crop Reports.

Tiffin, O.—We expect a fair crop of clover seed.—The Sneath-Cunningham Co.

Portland, Ind., Sept. 2.—An average crop of clover seed is expected in this county.—W. B. Magill.

Stockbridge, Mich.—Clover seed equals that of last year in acreage and in quality.—F. L. Wright.

Inwood, Ia.—There will be no clover seed in this territory on account of dry weather.—J. C. Erwin.

St. Mary's, O., Sept. 1.—Clover seed will be very short in this region.—D. W. Jay, pres. Jay Grn. Co.

Thorntown, Ind.—Clover seed will yield an average in this locality and the quality will be good.—R. S. Stall & Co.

Wakeman, O.—Clover is well filled but there is very little to harvest. Timothy is not so good as last year.—W. W. Whitton.

Springfield, Mo.—Clover seed in this region will be about 25 per cent and timothy seed about 20 per cent of the usual crop.—Springfield Seed Co.

Sedalia, Mo.—Our clover seed crop is being greatly damaged at present by drought and will not yield over 60 per cent of an average crop.—Archias Seed Store.

Huron, O.—The clover seed crop will be very short in this district on account of dry weather; only one-tenth as much as last year is expected.—H. J. Merthe.

Albion, Ind.—Early clover made $\frac{1}{4}$ to $\frac{1}{2}$ bu. per acre; late clover is better headed and better filled but will not make an average crop.—Straus, Ackerman & Co.

Jackson, Mich.—On account of contradictory reports it is hard to estimate the clover seed crop, but we believe that it will be as large as last year.—S. M. Isbell & Co.

Bellefontaine, O., Sept. 5.—The outlook for clover seed in this territory is very discouraging. Only about 10 per cent of the usual crop will be sold by farmers.—Kerr Brothers.

Archbold, O.—Our clover seed crop will be the smallest in a number of years, being damaged by drought and insects, and one bu. per acre will be the average yield.—Henry Hirsch.

Crawfordsville, Ind.—Reports on clover are so conflicting that we are unable to arrive at satisfactory conclusions. There will not be a bumper crop by any means.—A. E. Reynolds, of Crabb's Reynolds Taylor Co.

Toledo, O., Sept. 1.—Clover seed reports continue to be bad, altho Michigan reports are more favorable. Ohio, Michigan and Wisconsin report four good, three fair, and ten poor or none. Most late clover secured a poor start. Much clover will be cut for hay instead of seed on account of high hay prices.—C. A. King & Co.

Washington, D. C., Sept. 9.—The acreage of clover for seed this year is reported by the U. S. Department of Agriculture to be 116.7 per cent of last year's acreage. The condition of clover seed in the United States is 78, against 76 last year and 90 two years ago. In Ohio the condition is 63 this year, against 75 last year. In Indiana, 71 against 73. In Illinois, 84 against 78. In Michigan, 79 against 72. In Missouri, 90 against 77. Iowa at 83 is 10 points under last year, and Minnesota at 65 is 24 points under 1909. Kentucky is 2 points better than last year at 85, and Wisconsin at 77 is 3 points better than in 1909.

Toledo, O.—Of 2,500 inquiries, covering Ohio, Indiana, Michigan, Illinois and Missouri, we have received 575 replies, sufficient we believe to form an intelligent estimate of present crop conditions: Thirty-five report good prospects, 94 fair, 360 poor, and 86 no prospect. Rating this at 100, 75, 25 and nil respectively, we arrive at an average of 33 per cent crop, with the additional unpleasant information that in most cases the young clover is reported dead, which looks bad for next year. Many clover fields have been sacrificed to pas-

turage and that which has not been destroyed by drought and grasshoppers is liable to be nipped by frost.—The Crumbaugh Kuehn Co.

Improved Varieties of Oats.

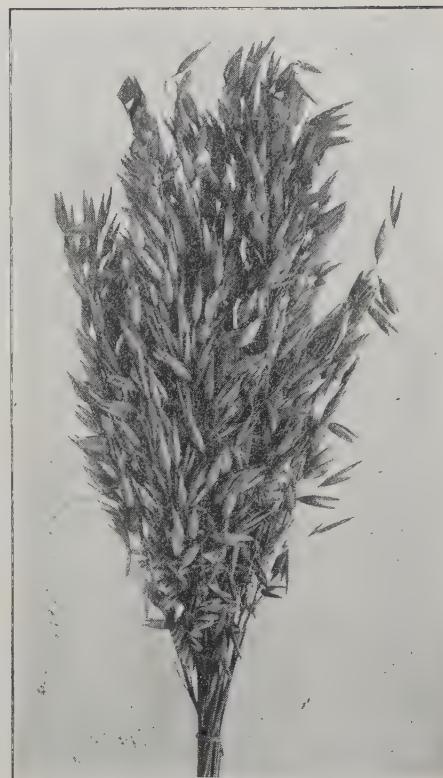
While most of the varieties of oats now grown in the northern half of the United States came originally from northern Europe, the conditions more nearly approaching those of our fertile prairie sections are found in the black earth district of southern Russia.

It was in this section that the now well known variety of Kherson oats was found in 1896. Five years later the United States Department of Agriculture received from the same district the variety known as "Sixty Day," the heads of which are illustrated in the engraving herewith. It closely resembles the Kherson.

Sixty Day oats are a vigorous grower and less inclined to lodge than those with a coarser straw. The head is loose and spreading, bearing a large number of grains. The kernel is small to medium in size, long and rather slender, but under favorable condition plump and well filled. In the corn belt the grain has a deep golden yellow, while farther north and in drier sections it is much paler, becoming almost white in the extreme West and Northwest. Maturity is reached in 90 to 100 days or about 10 days earlier than the varieties commonly grown.

The yellow color and small size of the berry causes some discrimination against the Sixty Day; but on account of its thin hull it is higher in feeding value, and where ordinary oats are worth 50 cents the Sixty Day and the Kherson are worth 53 cents for feeding. The North Dakota Station states that the Sixty Day is worth 4 to 5 cents per bu. more for feeding on account of its thin hull.

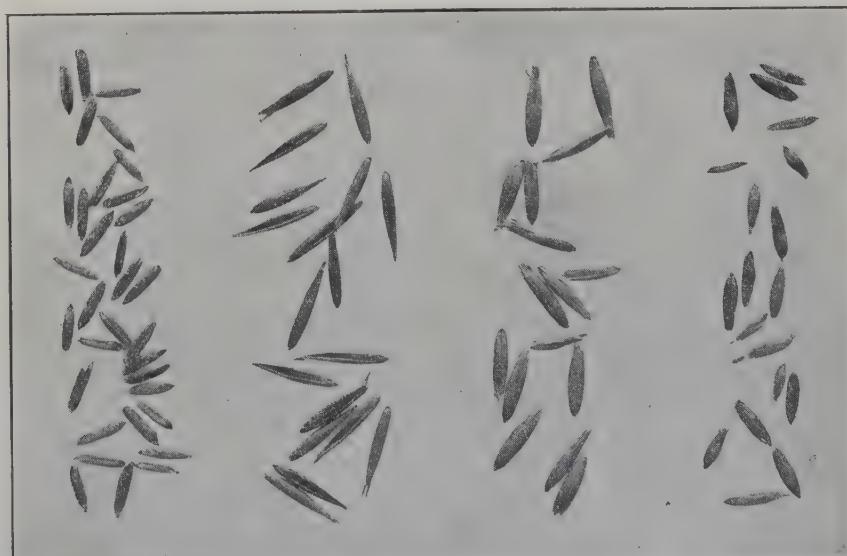
Swedish Select is one of the newer varieties that is gaining in favor. It contains 69 per cent of kernel, against 73.5 for the Sixty Day. Both varieties are illustrated in the engraving herewith, the Sixty Day on the left and the Swedish on the right, with and without hulls. The Swedish Select is a medium, late, large-grained oat, 1,000 grains of which weigh nearly one and one-half times as much as the same number of grain of Sixty Day. Thirty-nine samples of Sixty Day analyzed 14.69 per cent protein and 11 per



Heads of Sixty Day Oats.
After Warburton, Farmers Bulletin 395, U. S. Dept. of Agriculture.

cent crude fiber, while the Swedish Select, 128 samples, analyzed 12.85 protein and 12.23 crude fiber.

In Farmers Bulletin 395 Professor C. W. Warburton of the Bureau of Plant Industry recounts tests made of these oats in 26 states, showing the best results in the corn belt and on dry farms in the great plains and intermountain districts. These oats are particularly recommended for Illinois, Iowa and Nebraska. Altho discounted in price on account of yellow color and small size the Sixty Day is gaining popularity in Minnesota. The poor sample militates against them in the market, but for home consumption this is no objection and the prejudice may be overcome in time.



Grains of the Sixty Day (left half) and the Swedish Select Oats (right half) With and Without Hulls.
After Warburton, Farmers Bulletin 395, U. S. Dept. of Agriculture.

Grain Trade News

ARKANSAS.

Clarksville, Ark.—The Laser Grain Co. incorporated by Samuel, Thomas S., Albert and Alvin Laser; capital stock, \$15,000.

Imboden, Ark.—The corn mill and eltr. under construction for Taylor & McKinney on lots leased from the Frisco, are nearing completion.

CALIFORNIA.

Crockett, Cal.—Machinery is being installed in the plant of the Western Grain & Sugar Products Co. and molasses from the Hawaiian Islands is being brot by tank steamers to its storage tanks here.

Los Angeles, Cal.—The Globe Grain & Mfg. Co. has let the contract for the remodeling of its plant. The entire interior will be removed and replaced by new floors and columns of reinforced concrete at a cost of about \$30,000.

Vernon sta., Grafton p. o., Cal.—The Western Grain & Sugar Products Co. of San Francisco, the successor of the Western Distilleries, has bot a 4-acre site on the Sou. Pac., Santa Fe and Pacific Electric Rys., for a factory plant, on which work will begin at once. The company's principal factory is in operation at Agnew near San Francisco.

San Pedro, Cal.—The Western Grain & Sugar Products Co. will soon build storage tanks here for molasses brot in by tank steamers from the Hawaiian Islands, to supply the factory it will build at Vernon. The company makes a specialty of three foods for live stock and recently made large contracts for cane sugar molasses with several sugar factories in the Hawaiian Islands. It has a plant in Los Angeles, Cal., with the main object of eliminating high freight charges to consumers.

CANADA.

Regina, Sask.—Brown Bros. Eltr. Co., Ltd., incorporated.

Oak Bank, Man.—The Western Canada Flour Mills Co. is building an eltr.

Wynard, Sask.—The new eltr. has been completed for the Northern Eltr. Co., Ltd.

Vancouver, B. C.—The new warehouse has been completed for the Vancouver Mfg. & Grain Co.

New Norway, Alta.—The James Richardson Co. of Winnipeg is preparing to build an eltr. here.

Toronto, Ont.—Hay Bros., grain dealers at Listowel, Ont., have opened an office in the Board of Trade bldg.

Griswold, Man.—The Manitoba Eltr. Commission has purchased for the government the 30,000-bu. eltr. of J. Smith.

Vancouver, B. C.—Fox Bros. Cereal, Mfg. & Feed Co., Ltd., incorporated to take over the business of Fox Bros. & Co., store grains and manufacture cereals; capital stock, \$500,000.

Winnipeg, Man.—J. F. Given, commissioner of the land department of the Honduras National Ry. Co., has been in Winnipeg figuring on establishing a flax factory here to make yarns and cordage. He has about 3,000 acres in flax in Manitoba.

Fort William, Ont.—William Kennedy, chief engineer at the Empire Eltr., was caught by the crosshead of the big engine recently and had his right arm badly crushed and index finger fractured.

Tupperville, Ont.—F. B. Stevens & Co. of Chatham have an eltr. at this point, which has been closed for some time on account of insufficient business; but they are installing a chopper, will ship in flour to supply the trade and will take care of all the grain.—R. S.

Ottawa, Ont.—The government of Canada is making preparations for the construction of a system of eltrs. to be ready for the opening of the railroad that will be built to Hudson Bay. Materials for the eltrs. will be carried in by water and construction work will go on simultaneously with that of the railroad.

Carberry, Man.—G. B. Murphy, a member of the Winnipeg Grain Exchange, died at his home here recently, following an operation for amputation of a leg. The Exchange passed resolutions of sympathy, mentioning Mr. Murphy's "quiet and friendly demeanor in his intercourse with members and his honorable conduct in all relations with them, that earned their confidence and respect."

Sudbury, Ont.—The Ontario & Manitoba Flour Mills Co., Ltd., has let a contract to the Barnett & Record Co. for the erection of a plant at this point to include concrete tank eltrs. of 200,000 bus. capacity, to be ready for machinery by Dec. 1. The site is located between the tracks of the Canadian Pac. and the Canadian Northern Rys. The company was incorporated in Aug., 1908, with an authorized capital of \$850,000.

New Westminster, B. C.—The Alberta-Canadian Eltr. Co. of Calgary has leased part of the old Cleave cannery, which it will use for grain storage until it can build an eltr., the first here. It has opened an office and employed an agt. Several Alberta capitalists have been in New Westminster recently looking for eltr. sites, and have generally expressed the opinion that a line of eltrs. will soon be located on the banks of the Fraser.

Winnipeg, Man.—The Manitoba Eltr. Commission has purchased eltrs. at Altamont, Carman, Dominion City, Gretna, Hamiota, Pipestone, Lauder, Miami, McGregor, Roland, Swan Lake, Snowflake, Somerset, Souris, Shoal Lake, Strathclair, Treherne and Pleasant Point, while other purchases are pending at several points. Where terms were not satisfactory arbitration has brot speedy agreements. Where the necessary eltrs. are unsatisfactory or can not be purchased the standard 30,000-bu. eltr. is being erected and the commission has eltrs. under construction at Birdtail Creek, Cardinal, Cordova, Dufresne, Gilbert Plains, McLean Siding, Newton Siding, Riding Mountain, Rufford Siding and Chillon Siding.

COLORADO.

Paoli sta., Haxtum p. o., Colo.—The 10,000-bu. eltr. under construction for O. L. Mitten by G. H. Birchard, is a duplicate of the one being built at Fleming and Paoli, Colo.

Ramah, Colo.—Lem Gammon is having a 10,000-bu. eltr. built by G. H. Birchard, a duplicate of those under construction for L. O. Mitten at Fleming and Paoli, Colo.

Fleming, Colo.—O. L. Mitten has a 10,000-bu. eltr. with concrete basement, steel construction, ironclad, in process of erection by G. H. Birchard, to be equipped with wagon and hopper scales.

Wray, Colo.—Roy Mason, who worked here as second man in the eltr. of the Shannon Grain Co., has moved to Grant, Neb., to manage the eltr. of the Curtis Mills.—E. W. Lambert, mgr. for S. Grn. Co.

Pueblo, Colo.—J. K. Mullen of the Colo. Mfg. & Eltr. Co. has offered a prize of \$50 in gold for the sample of the best wheat grown in Colorado on exhibition at the National Irrigation Exposition.

IDAHO.

Buhl, Ida.—The first load of wheat has been received at the recently completed, 60,000-bu. eltr. of the Buhl Mfg. & Eltr. Co.

Rexburg, Ida.—Miller Bros. have just had a 20,000-bu. eltr. completed by G. H. Birchard, in addition to their warehouse.—T. W. Rush, mgr. Thornton Mfg. & Eltr. Co., Thornton, Ida.

Ashton, Ida.—A 60,000-bu. eltr. has just been completed for the Ashton Mill & Eltr. Co. in addition to its 40,000-bu. house built a few years ago.—T. W. Rush, mgr. Thornton Mfg. & Eltr. Co., Thornton, Ida.

Sugar, Ida.—The 15,000-bu., ironclad eltr. with concrete basement, under construction for Miller Bros. by G. H. Birchard, will be operated by electricity and be equipped with a manlift, two stands of eltrs. and a Monitor Separator.

ILLINOIS.

Hallsville, Ill.—H. C. Suttle has succeeded T. H. Pletsch & Co.

Fisher, Ill.—C. H. Ricketts has succeeded A. D. Ricketts & Co.

Smithfield, Ill.—C. K. Parvin has succeeded Buckley, Pursley & Co.

Bethany, Ill.—R. W. Noble has purchased a Western Pitless Sheller.

Forreston, Ill.—C. A. Beebe is installing a new Avery Automatic Scale.

Tolono, Ill.—Schulenberg & Armstrong have succeeded E. B. Armstrong.

Parnell, Ill.—The Ike Livingston Grain Co. has succeeded T. H. Pletsch & Co.

Arrowsmith, Ill.—J. C. Bane has installed a 2,500-bu. National Automatic Scale.

Sadorus, Ill.—Suffern, Hunt & Co. have succeeded the Wm. H. Suffern Grain Co.

Randolph, Ill.—The Farmers Eltr. Co. has installed a 1,000-bu. National Automatic Scale.

Granville, Ill.—Harry Surface will install a Constant Ball-Bearing Manlift in his new eltr.

Lodge, Ill.—B. P. Webster has disposed of his eltr. and business to a man from La Fayette, Ind.

Altamont, Ill.—C. Schumaker's Sons have purchased a Western Pitless Sheller and two sets of chain feeders.

Greenfield, Ill.—I am converting my warehouse into an eltr. and installing machinery accordingly.—E. D. Wooley.

Polk sta., Chicago Heights p. o., Ill.—The Holzman-Bennett Grain Co. has an eltr. under construction by the Burrell Eng. & Const. Co.

Mt. Morris, Ill.—Wingert & Clevidence will improve their plant, put in a new leg, a loading spout, and install a Richardson Automatic Scale.

Gerlaw, Ill.—Ed Mezger has purchased the eltr. and grain business at this station of the W. A. Fraser Co. and will operate it under the name of Ed Mezger & Co.

Cayuga, Ill.—D. J. Eaton succeeded me as agt. for the Pontiac Farmers Grain Co. at this station.—G. W. Collins, ass't mgr. Kempton Farmers Eltr. Co., Cabery, Ill.

Woodruff, Ill.—Levi Johnston of Danvers, Ill., is building an eltr. at this station to replace the one burned. Plans and machinery furnished by the B. S. Constant Co.

Springfield, Ill.—Supt. Handshy of the Ill. Traction System says his road is considering the erection of an eltr. in this vicinity when the belt line around the city is completed.

Champaign, Ill.—A. H. Edwards, who recently sold his eltr. at Tolono, Ill., and opened a cash grain brokerage office here, Aug. 1, reports very satisfactory business for the first month.

Decatur, Ill.—Peter Doran, formerly in the grain business at Morrisonville, Ill., and mgr. for the Farmers Grain Co. of that place, died at his home here recently after an illness of five weeks.

Kirkwood, Ill.—W. K. Gamble has let the contract for a new eltr. on which work will be commenced immediately to get it ready for operation by November. A switch will be extended to accommodate it.

Martinton, Ill.—George Lottinville has moved here from Manteno to manage the eltr. of the Martinton Farmers Grain Co. He has succeeded Wm. E. Albright, resigned. The new mgr. has resided here before.

Dollville sta., Henton p. o., Ill.—Edward McKee of Tower Hill, Ill., has bot all the machinery for his new eltr. at this station of the B. S. Constant Co., including a U. S. Corn Sheller and a U. S. Corn & Oats Cleaner.

Hooppole, Ill.—Mathis Bros. of Prophetstown, have had plans prepared by the Burrell Engineering & Construction Co. for a 25,000-bu. cribbed eltr., equipped with 1 leg, 1 dump, automatic scale and 8-hp. gasoline engine.

The following have recently been admitted to membership in the Illinois Grain Dealers Ass'n: Baker & Traxler, Lipsey & Co., and the Nash-Wright Grain Co., Chicago; and Suffern, Hunt & Co., Decatur.—S. W. Strong, sec'y.

Champaign, Ill.—I have returned to Champaign and have again entered the grain brokerage business; operate under the firm name of Tankersley & Co. We will do a strictly track commission business.—M. L. R. Tankersley.

Milmine, Ill.—The Hamman Bros., who sold their eltr. and lumber yard to Samuels & East about 15 months ago, have again purchased the site where the eltr. burned Aug. 7, with the lumber yard and coal business from Samuels & East and will immediately build an up-to-date eltr. Thurman Hamman, who managed the business before, will again have charge while Everett Hamman will remain in the bank at Ivesdale.

Lincoln, Ill.—Frank C. Burlingame has purchased the grain brokerage business of C. H. Knapp, who will give all his time to his candidacy for the office of county treasurer. Mr. Burlingame has been in business with Mr. Knapp for several years.

Norwood sta., Alexis p. o., Ill.—Mr. Mezger, who recently purchased the eltr. here for the W. A. Fraser Co., has bot it from the company and put it in charge of Kenneth Underwood, to be operated under the firm name of Ed Mezger & Co.

Seymour, Ill.—The old eltr. of James Karr, who succeeded Johnston & Karr, Aug. 4, has been taken down to make room for a steel covered structure of 60,000 bus. capacity, equipped with up-to-date machinery. Electricity is under consideration for motive power.

Kankakee, Ill.—J. E. Bennett & Co. of Chicago have taken over the grain commission office of the Marfield-Tearse Co. and have retained C. L. Carter as mgr. He was long with the old firm and has a valuable acquaintance with dealers in this vicinity.

Puder sta., Momence p. o., Ill.—The Holzman-Bennett Grain Co. will install a Constant Ball-Bearing Manlift in each of its three eltrs. being built by the Burrell Eng. & Const. Co., one of which is here and another at Judy sta., Chicago Heights p. o., Ill.

Alworth sta., Winnebago p. o., Ill.—We have rented the eltr. property at this station, which Joseph Ball recently purchased from Walter Stickney and are operating it under the same management as our eltr. at Winnebago.—Winnebago Produce & Supply Co.

Peoria, Ill.—The Board of Trade membership of the late C. M. Mahoney has been posted for transfer to M. K. Kendrick, ass't mgr. of the Corino Mills Co.; and that of E. D. Hamlin to James F. Parker of Parker & Graff, New York.—John R. Lofgren, sec'y.

Camp Grove, Ill.—Farmers who recently organized a company with the expectation of building an eltr. have bot that of the S. C. Bartlett Co., which succeeded the Northwestern Eltr. & Grain Co. They will take possession Sept. 15, with Ed. Bogner in charge.

Cooper sta., Washington p. o., Ill.—The Farmers Eltr. Co. that recently increased its capital, has had its old house torn down and excavation started for its new \$6,000 eltr. to be completed within 60 days. A dump has been left and the company continues to buy grain.

Clare, Ill.—I have repaired my eltr. with new siding, new spouting all thru, new bin, oak driveway and new paint all thru including office. Business has been better this year than for the last three. Shipped 25 cars of oats between Aug. 10 and 25.—G. L. Bowman.

Lincoln, Ill.—The Gordon Mill & Grain Co. resumed business Sept. 1. The small brick building on the old site was prepared for its office. Its mill and eltr., burned Aug. 15, had been built about 50 years and was one of Lincoln's landmarks; insurance, \$10,000.

Rochester, Ill.—After the 12,000-bu. eltr. of Twist Bros. burned, Aug. 11, the owners, Ira F. and John A. Twist, decided to replace it by a 30,000-bu. plant, to cost about \$10,000 and be ready for operation Nov. 1. The foundations have been laid for a 32x42 ft. eltr. and carpenters are rushing the work. Twist Bros. own 13 eltrs. in central Illinois.

Seatonville, Ill.—J. H. Schumacher has been appointed mgr. for the Northwestern Grain & L. S. Co. to succeed H. A. Bongas who resigned to take the management of a farmers' eltr. company being organized at Princeton. Mr. Schumacher will take charge Sept. 15.

Lockport, Ill.—The Northern Ill. Cereal Co. sent the boat "D'Artignan" to Chicago, Aug. 27, to bring to its plant here about 40 representative buyers for different cereal and feed houses. After inspecting the plant they were taken on to Joliet where a sumptuous repast was served them. They returned to Chicago by train.

Bondville, Ill.—B. A. Bruder and Christ Blank, acting as a committee for a company of about 20 farmers, have purchased the eltr. Kirk & Hitch bot a few months ago from Rising & Murray. The farmers paid \$6,000 for it and will take possession Oct. 1, or as soon as the present occupants can get the building empty.

Paxton, Ill.—Lamson Bros. & Co., of Chicago, have taken over the grain commission business at this point of the Marfield-Tearse Co. and have retained C. O. Stone as mgr. W. A. Purfield of Peoria has succeeded F. F. Thompson, who has gone to Goodland, Ind., to be mgr. for Bennett & Co., and will move his family there soon.

Princeton, Ill.—J. P. Doran, traffic mgr. of the Princeton division of the McKinley lines, and H. A. Bongas, who recently resigned as mgr. for the Northwestern Grain & L. S. Co. at Seatonville, Ill., where many farmers in this vicinity sold their grain, are interested in the organization of a farmers' company to build an eltr. here.

Bushnell, Ill.—George L. Long, who recently purchased the eltr. here of the late S. A. Hendee, has retained Elmer Ford as mgr.. A. E. Mummert is also working for Mr. Long. Warren Ford, formerly a grain buyer for S. A. Hendee, is now in the employ of George L. Weirather, the miller and grain dealer who operates the new mill.

Pontiac, Ill.—The office of the sec'y of the Ill. Grain Dealers Ass'n will be moved to Urbana, Sept. 15, where Mr. Strong locates to educate his children in the University of Ill. His move will be advantageous to members of the ass'n as Urbana is nearer the center of the state and has better railroad facilities than the present location.

Cairo, Ill.—The engine and boiler rooms at the eltr. of the Armour Grain Co. have been completely overhauled and new machinery installed. The old brick stack was torn down and replaced by an all-steel one 154 ft. high and 5 ft. in diameter. Within a week after the eltr. reopened for business 200 cars of grain, wheat, corn and oats were waiting on Ill. Cent. tracks to be stored in its bins.

Peoria, Ill.—Receipts of grain during August included 363,881 bus. of wheat, 1,485,617 of corn, 2,790,535 of oats, 23,100 of rye and 76,000 bus. of barley; compared with 448,465 bus. of wheat, 1,099,681 of corn, 1,575,232 of oats, 16,000 bus. of rye and 35,000 bus. of barley received during Aug., 1909. Shipments included 396,591 bus. of wheat, 933,669 of corn, 1,651,506 of oats, 7,987 of rye and 33,282 bus. of barley; against 428,166 bus. of wheat, 607,800 of corn, 848,571 of oats, 6,314 of rye and 27,019 bus. of barley shipped in Aug., 1909.—John R. Lofgren, sec'y Peoria Board of Trade.

The GRAIN DEALERS JOURNAL.

St. Joseph, Ill.—The eltr. of the St. Joseph Grain Co. contained too much grain and bulged out on two sides recently, about 25 ft. above ground. It was necessary to ship out to lighten the pressure. It is supposed the timbers have only sprung and that no studding is broken.

Depue, Ill.—George M. Bryant, the grain dealer of this station, has begun the erection of a concrete dump at Schafer's Crossing (not a p. o.) on the interurban near Princeton, to load grain he has bot from farmers in that locality. The dump is on the siding recently put in there by the interurban company, and is so located that grain can be elevated from the dump into cars as they stand on the siding. The eltr. will be operated by a gasoline engine, for which a house will be erected at once. Mr. Bryant will also install wagon scales.

Glover sta., St. Joseph p. o., Ill.—Supt. Handshy of the Ill. Traction System says its officials are considering the erection of several eltrs. for storage of grain transported over the road for transfer to steam roads. A 30,000 bu. transfer eltr. of cribbed construction with corrugated iron siding will be erected here by the Burrell Eng. & Const. Co. Work will begin soon. The engineer is receiving estimates on a 30-h. p. electric motor. Equipment will include 5,000-bu. automatic scale, belt conveyor under sink, car puller and power shovels, to transfer grain from I. T. S. cars thru the eltr. to cars on steam roads. The remarkable increase of the grain traffic over this road during the last year has made the eltr. necessary chiefly to keep its cars on its own line instead of scattered over the state on other roads.

Decatur, Ill.—The Board of Arbiters of the Ill. Grain Dealers Ass'n held a session here, Aug. 30. Members of the board are: H. A. Rumsey of Rumsey & Co., Chicago, chrm.; R. J. Railsback of Hopedale, and E. C. Taylor of Kankakee appointed for the session to fill the vacancy on the board caused by the death of H. A. Mansfield of Niantic. S. W. Strong, sec'y of the ass'n, attended. Among those in attendance from outside the state were Edward Evans of the Evans Mfg. Co. and Bert A. Boyd of Indianapolis. All the cases presented to the board were disposed of during the session and the awards will be promulgated as soon as written. After business H. I. Baldwin took Mr. Rumsey and Mr. Strong to the Country Club in the afternoon for golf. On their return Mrs. Baldwin joined the party which went by auto to Blue Mound, 22 miles, for a chicken fry. Grain dealers who visit Decatur find themselves deeply indebted to Mr. and Mrs. Baldwin for their pleasant hospitality.—S. W. Strong, sec'y Ill. G. D. A.

Springfield, Ill.—Express company rates were reduced by the Illinois Railroad & Warehouse Commission in an order issued Aug. 27 to become effective Oct. 15. The reductions are sweeping and will be vigorously opposed by the companies. The Commission, after an exhaustive investigation, found that the returns from the capital employed in the operation of express service by the express companies in the state is excessive; that the rates and charges now made by the express companies, which yield these excessive returns upon the capital actually and necessarily employed in the express business, should be reduced to a basis which should bring a

fair remuneration on a fair value of the actual property employed in the business; that the present basis of rates, besides being excessive, is in many instances discriminatory, as it imposes varying charges for the same services; the transportation charges should be based upon the distance and graduated in proportion to weight; that terminal charges should be based upon the wagon service belonging uniformly to all shipments irrespective of the distance between the points of shipment and delivery; that the charges for care and other details should be based upon the actual value and cost of such service.

CHICAGO NOTES.

New broomcorn is being received on the Chicago market.

The word "new" was dropped in the grading of rye Sept. 1.

Fred Babcock formed a connection with A. J. White & Co., Sept. 1.

After two weeks' vacation in the east Walter Beaven will go with Lamson Bros. & Co., Oct. 1.

J. J. Schreiner, who had been with Logan & Bryan, became an independent broker in the corn pit, Sept. 1.

The Chicago Board of Trade will be closed Sept. 15 on account of the new legal holiday, primary election day.

The Rock Island has joined the other lines in making the $\frac{1}{2}c$ per bu. allowance for delivery of grain to lake boats.

Bert Kent, who was for years in the cash grain department of Bartlett, Frazier & Co., has gone into other business.

Chicago Board of Trade members' tickets, issued on payment of the second installment of the annual dues, \$37.50, will be called for Sept. 16.

The new rule of the Board of Trade legalizing trading in privileges and voted upon by the members Sept. 12 is given elsewhere in this number.

The directors suspended A. J. Clark of Marshalltown, Ia., Sept. 6, from the Chicago Board of Trade for 90 days, for making fictitious trade.

H. R. Rook incorporated to deal in grain, hay and feed; capital \$4,000; incorporators, Franz W. Castle, Thomas J. Hickey and Augustus Kelly.

Norris & Co. recently received the first wireless message from Europe to the Chicago market. The telegram was sent from Glasgow by way of Glace Bay.

Tho W. O. Elmore and his son E. W. Elmore have moved their families from Chicago to Oneonta, N. Y., E. W. reports that the Elmore Grain Co. will continue to operate the eltr. at South Bend, Ind., with an office in Chicago.

The funeral of Thomas Edmund Wells, late head of the Board of Trade firm of T. E. Wells & Co., who died in England, Aug. 4, was held at the family's Chicago home, Aug. 31, the body having arrived two days previous.

Nearly all of the timothy hay coming to our market at present is of a medium and low grade, there being very few cars of No. 1 and choice hay, and for this reason quite a supply of timothy is on our market. Buyers realize this, and are bearing down pretty hard on prices. These conditions caused our market to go lower Sept. 6, and it is very difficult to get the inside quotations on anything poorer than a No. 1 hay.—W. R. Mumford & Co.

J. C. F. Merrill, S. P. Arnot, F. M. Bunch, J. C. Murray, James Bradley and Walter Beaven have been appointed as delegates from the Chicago Board of Trade to the meeting of the Council of North American Grain Exchanges in New York, Sept. 12.

Grain receipts at Chicago for the month of August were the largest on record. They included 11,784,400 bus. of wheat, 7,994,750 of corn, 24,372,800 of oats, 105,000 of rye and 862,500 bus. of barley, a total of 48,388,523 bus. in 31,784 cars; compared with 19,353 cars of grain received in Aug., 1909.

Chicago callers: A. L. Johnstone, of Johnstone & Templeton, Milwaukee; C. C. Davis, of the Davis Grain Co., Laura, Ill.; T. Boecker, Naperville, Ill.; H. N. Knight, pres. Grain Dealers Natl. Fire Ins. Co., Oklahoma City, Okla.; C. A. McCotter, sec'y Grain Dealers Natl. Fire Ins. Co., Indianapolis, Ind.

The Erie Railroad Co. will continue the operation of the Chicago & Erie Transfer Eltr., with C. W. Austin as superintendent in addition to his new duties as traveling freight agent, there being a competent foreman at the plant. Mr. Austin has removed his office from the Traders bldg., to 6 Sherman street.

The plan of the building committee to lease the site of the Board of Trade to a syndicate for the construction of a new building was defeated Aug. 29 by a vote of 545 to 141. Other plans are suggested. J. C. F. Merrill believes the north half of the lot could be sold for enough to pay off the present mortgage and leave a balance to put up a new building.

Rosenbaum Bros. have let the contract to the Seckner Co. for the erection on 87th St. of concrete storage tanks 42 ft. in diameter, the largest concrete tanks ever built; capacity of each, 108,000 bus. Steel roof. Equipment will include power shovels for emptying. The concrete work has been started and plant will be completed ready for use in 40 days.

The Northwestern Malt & Grain Co., whose eltr. was burned some time ago, instead of rebuilding, is adding 10 tanks of reinforced monolithic construction to the eltr. and working house which was completed last July on the C., M. & St. P. and Belt Line. The tanks have a capacity of 35,000 bus. each, and they are being erected by the Stephens Engineering Co., which put up the entire plant.

Some of the railroad yards and the Belt Line are blocked by the heavy arrivals of wheat and oats. Temporary embargoes have been placed on switching of grain to some of the elevators. This is not the fault of the eltr. operators, but of the Belt line, which is short of switching facilities and yard room. The roads undertake to deliver the fresh arrivals while holding back cars received 10 days earlier.

Three Minneapolis men, George F. Piper, treas. of the Midland Linseed Oil Co., R. F. Brett, its sec'y, and Walter D. Douglas of the brokerage firm of Piper, Johnson, Case & Co., have organized the new Chicago Flour Mills Co., which will do almost its entire business from Chicago. Property, including a mill, has been purchased in the name of Mr. Brett, for \$26,000, subject to an encumbrance of \$13,000. Improvements have been started with the intention of beginning business within a year. W. A. Scott, formerly of Duluth, will have active management of the company with offices in Chicago.

Fred W. Maynard, who was with the Marfield-Tearse Co., until it discontinued its Chicago business, has engaged in the brokerage business on his own account and has formed a connection with E. W. Wagner & Co., who will clear his trades.

George S. McReynolds, who failed as a grain broker in January, 1906, owing banks about \$700,000, was paroled from the penitentiary at Joliet, Aug. 24. He was taken there Dec. 28, 1907, following disclosures that Chicago banks had been defrauded thru advancing large sums on grain receipts afterwards found worthless.

A nail got into a smut machine at the Santa Fe eltr., operated by the Armour Grain Co., Aug. 29, and the sparks ignited the dust, causing a puff of flame and smoke at the fan. The operators called the fire department and started to put out the fire in the machine, but the heat set off an automatic sprinkler which extinguished the blaze with almost no loss. Meantime the fire tug arrived and managed to burst a hose, the water from which damaged some grain.

Membership in the Board of Trade has been applied for by Lewis C. Carson, Martin Stephenson, Bert E. Rich, Hugh N. Baird, Arthur C. Groves, Arthur F. Lindley and James O. Hinkley. Transfer of membership has been applied for by Thomas G. Craig, Joseph N. Frerich, Edward T. Wood, S. Y. Hyde, Roswell P. Fish and Oral B. Light. The directors recently admitted to membership Harry M. Neben, Charles R. Leamy, Henry Crossman, Clair H. Barrett, Frederick W. A. Sharp and James E. Weller. A membership sold recently for \$2,900 net to the buyer.

INDIANA.

Muncie, Ind.—I am no longer operating my eltr. here.—E. B. Slack.

Wellsboro, Ind.—Lipsey & Co. have plans for enlarging their plant.

Elkhart, Ind.—Charles E. Paxson will lay a siding across the street from the L. S. tracks to the site where he will build his new eltr. and feed mill.

Crawfordsville, Ind.—J. S. Sellars is making improvements, putting in new dumps and installing Richner Grain Feeders with castiron track. A. H. Richner is doing the work.

Plymouth, Ind.—The eltr. of Tribbey & Mullenhour caught fire in the afternoon of Aug. 29, presumably from engine sparks, as the blaze was on the roof. Extinguished with small damage.

Indianapolis, Ind.—V. M. Morgan, formerly in the grain and eltr. business at Murdock, Ill., has opened a grain office in the Board of Trade bldg. He is not a stranger to the Indianapolis trade.

Stockwell, Ind.—Morrison & Finch have purchased complete machinery equipment for their eltr. from the Union Iron Works, including a Western Warehouse Sheller and a Gyrating Cleaner.

Goodland, Ind.—F. F. Thompson has come from Paxton, Ill., where he was employed in the grain commission office of Marfield, Tearse & Co., to be mgr. for Bennett & Co., and will move his family here soon.

Indianapolis, Ind.—Some time ago we incorporated as the H. E. Kinney Grain Co. and operate under that title. We hope to make many new friends in a business way and hold all we ever had.—H. E. K. Grn. Co.

Wheatland, Ind.—The Farmers Co-op. Union will equip its new eltr. under construction by Fred Friedline & Co., with a U. S. Corn Sheller, two water-tight eltr. boots, two self-locking rail dumps and three B. S. Constant Chain Drags.

Sweetser, Ind.—The Burge Mfg. Co. will have its new eltr. completed in time to handle the fall crop. It will operate this house under the name of the Sweetser's Grain Co. All its machinery has been purchased from the B. S. Constant Co.

Camden, Ind.—The Farmers Grain & Supply Co. incorporated by the directors, Wm. J. Guckien, John H. Gish and seven others; capital stock, \$10,000; J. J. Reeder, pres.; M. Dillon, sec'y. The company owns a site on which it will have Seckner & Co. build a 50,000-bu. eltr. of reinforced concrete construction, with gasoline and electric power equipment.

La Grange, Ind.—Andrew Decker has bot the stock held by J. O. Grove in the Home Grain Co., and succeeded him as mgr., Sept. 1. Mr. Grove has retired because of an injury to his back, received some weeks ago when he was struck by a freight car. He has recovered so slowly he thought best to go to Mudavia for several weeks' treatment.—C. G. Egly, Berne, Ind.

Frankfort, Ind.—The Frank Kelley Grain Co. has filed suit in circuit court against Benjamin A. Pilcher for \$140 for breach of contract; alleging that a verbal contract was made with defendant in which he agreed to sell and deliver at the eltr. 2,000 bus. of corn at 46c per bu. not later than Jan. 31, 1910; and that he recognized the validity of the contract by delivering and receiving payment for 1,089 bus. in December, but refused to deliver the remaining 911 bus., thus causing the Kelley Grain Co. to lose \$135 when corn was 60c per bu.

Indianapolis, Ind.—Having a claim against the Finch & McComb Co., of this city, the Pendleton Grain Co., of St. Louis, applied to the Indianapolis Board of Trade for arbitration of the difference, a stockholder in each corporation being a member of the Board of Trade. Greatly to its surprise the Pendleton Grain Co. was informed that the Indianapolis Board of Trade would decline to entertain the complaint. In its refusal to grant the complainants an arbitration, the Board of Trade submits the following opinion by its law committee: "The facts submitted show that both parties are corporations, and that a stockholder in each is a member of the Board of Trade, and one corporation claims the right to require the other to submit to this arbitration by reason of the fact that each has stockholders who are members of the Board; and we are of the opinion that such an arbitration cannot legally be required of these parties."

Ft. Wayne, Ind.—C. S. Bash calls attention to a statement of the Ohio Exp. Sta. at Wooster, covering experiments in seeding wheat at different times from Sept. 1 to Nov. 1 during a 10-yr. period, which shows that wheat seeded from Sept. 22 to 29 has given the largest yields uniformly and that seeded Oct. 6 has yielded practically the same as wheat seeded Sept. 1. Wheat seeded Oct. 13 yielded within two bus. of that seeded Sept. 1. Thus grain raisers can readily see the double advantage in late seeding to obtain better crops and avoid the great damage resulting from the ravages of the Hessian and the Wheat

Straw Fly. The plots of wheat have been seeded under otherwise uniform conditions; the different varieties were used in different seasons. That seeded Sept. 1 produced an average of 27.15 bus. per acre; Sept. 8, 29.06; Sept. 15, 31.57; Sept. 22, 32.79; Sept. 29, 31.22; Oct. 6, 26.93; Oct. 13, 24.81; Oct. 20, 17.71; and that seeded Oct. 27 during the 10-year period produced 14.16 bus. per acre. Seedings made during the last of October have been widely variable, resulting in a total failure in some seasons altho occasionally a success. These dates will be something of a guide for the northern half of the state, altho in extreme southeastern Ohio five to eight days earlier will not be amiss. Mr. Bash considers this work one of the most useful for the grain raiser, done by any agricultural experiment station in America.

IOWA.

Humeston, Ia.—Humeston & Son have installed a car loader.

Merrill, Ia.—The Farmers Eltr. Co. incorporated; capital stock, \$25,000.

Galva, Ia.—The Farmers Eltr. Co. has installed a new self-registering scale.

Scranton, Ia.—Davis & Milligan have the cement foundation laid for a set of large eltr. scales.

Jordan, Ia.—The new eltr. has been completed for J. W. Weikel, replacing that burned May 26.

Lanesboro, Ia.—Chas. Streeter has succeeded Chas. Wetter as mgr. for the Lanesboro Farmers Eltr. Co.

Farmersburg, Ia.—The Farmersburg Grain Co. has opened its new eltr. for business with K. K. Stearns mgr.

Lake City, Ia.—A third eltr. will open up here next week with Mr. Bruce, the proprietor, as mgr.—Wm. Kitzmiller.

Belle Plaine, Ia.—F. M. Webb, formerly in the grain business here, now has a position in a bank at Cushing, Ia.

Ewart, Ia.—During a recent fire caused by a gasoline explosion in a nearby building, the grain office of W. G. Blair was destroyed.

Libertyville, Ia.—At a meeting, Aug. 30, farmers decided to incorporate an eltr. company with a capital stock of \$7,000, half paid up.

Germania, Ia.—The farmers who recently bot the eltr. of E. J. Reilly, will open it for business when they can get a man to operate it.

Maurice, Ia.—The Atlas Eltr. Co. has opened its house which has been closed for some time. Ed Van Steenberg, from Sioux Center, has charge.

Hornick, Ia.—At their first meeting to organize an eltr. company, farmers in this vicinity recently subscribed \$6,600 towards the \$10,000 of paid-up capital stock on an authorized capital of \$25,000.

Eldora, Ia.—Fred Wing, the new proprietor of the eltr. on the Iowa Cent. Ry., which has been closed for a couple of years, has painted it, given its interior a thoro overhauling, and will use gasoline instead of steam power.

Holstein, Ia.—The Trans-Mississippi Grain Co. has taken possession of the eltr. it purchased here from the Western Eltr. Co. I. W. Wills, local agt. for the Western Eltr. Co. for the last two years, has been transferred to Duncombe, Ia., where he will move his family soon.

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Elliott, Ia.—The eltr. of Turner Bros., containing considerable grain, and their coal sheds burned during the night of Aug. 26. Buildings well insured but little on the grain. Fire is supposed to have been caused by a defective flue. The owners will rebuild immediately.

Freeman sta., Mason City, Ia.—C. H. O'Neal has bot the eltr. from the Freeman Farmers' Co-op. Society for \$2,900 and will take over all the grain and coal purchased by the society at the price it paid. While the society did not lose on its eltr. business it did not make enough to justify keeping it when a reasonable price was offered.

Cherokee, Ia.—I have purchased the eltr. and coal business at this station from the Western Eltr. Co. I took possession Aug. 29 and intend to stay in the grain business for myself. I came from Duncombe, Ia., where I was employed by that company. I had the misfortune to get my leg broken about a month ago.—Geo. A. French.

Odebolt, Ia.—A. C. Petersmeyer has a 30,000-bu. eltr. under construction by G. H. Birchard. The building is ironclad and has a concrete basement. Equipment includes a 15-hp. gasoline engine, a Richardson Automatic Scale, two stands of eltrs. and two wagon dumps. Construction began Aug. 29 on the third contract Mr. Birchard has had in Odebolt.

Coulter, Ia.—H. P. and Hans Hanson have taken possession of the eltr. they recently bot from Jacob Pohl & Son. Mr. Pohl built this eltr. when the town was first platted and has kept it up-to-date. It has always had a good business. The Hansons have lived in this vicinity for some time and have an acquaintance that will prove valuable in their new business.

Clarksville, Ia.—Martin H. Brockman has bot the interest of Will Sinram in the eltr. and lumber business of Sinram & Muller, who recently succeeded Sinram & Pape by the sale of J. H. L. Pape's interests to Henry Muller. The new firm will operate under the name of Muller & Brockman. As ass't cashier of the State Savings bank Mr. Brockman formed an acquaintance of value in his new business.

Odebolt, Ia.—Their 40,000-bu. eltr. with concrete basement and bin hoppers, ironclad thruout, has been completed for Reuber & Bruce by G. H. Birchard. Equipment includes a 20-hp. gasoline engine, wagon and automatic scales, Victor Corn Sheller, Cornwall Cleaner & Separator and two wagon dumps. This building is designed for handling popcorn, of which the firm now has on hand about 100,000 bus.

Iowa Falls, Ia.—Jas. S. Smith, the pioneer grain dealer of Iowa Falls, died at his home here, Aug. 8. Early last spring he was injured in a runaway, which with the infirmities of old age probably caused his death. For a time he was quite well off but his determination to prevent grain from going to his competitors made Iowa Falls a high market and caused him losses. He leaves very little property.

KANSAS.

Topeka, Kan.—I am not in eltr. business any more.—J. H. Dougan.

Buffalo Park sta., Park p. o., Kan.—The Wheatland Mill & Eltr. Co. will install a Hall Signaling Grain Distributor in its eltr.

Marysville, Kan.—I have sold my eltr. here to J. S. Van Zandt.—P. D. Perll.

Salina, Kan.—The Shellabarger Mill & Eltr. Co. has increased its capital from \$150,000 to \$500,000.

Glasco, Kan.—The Glasco Grain Co. has made repairs and installed a 20-h. p. Witte Gasoline Engine.

Lewis, Kan.—I have succeeded James F. Mahlin in the grain, coal and feed business.—J. B. Vossburg.

Offerle, Kan.—The new eltr. has been turned over to the Offerle Grain & Supply Co. by the builder, The P. H. Pelkey Const. Co.

Collyer, Kan.—The storage eltr. for the Colorado Mfg. Co., under construction by The P. H. Pelkey Const. Co., will be finished by Sept. 15.

Grainfield, Kan.—The eltr. for the Western Star Mfg. Co. was finished Aug. 27, by The P. H. Pelkey Const. Co., and is now running to its full capacity.

Winfield, Kan.—The Southern Kansas Grain Co. has recovered \$17 damages in its suit against Frank Daniels for failure to deliver 20 tons of hay contracted.

Albert, Kan.—The 25,000-bu. storage house at this station has just been finished for the Walnut Creek Mfg. Co. of Great Bend by The P. H. Pelkey Const. Co.

Hutchinson, Kan.—The Hutchinson Board of Trade recently adopted resolution condemning the bucket-shops and deplored any action by the state that would prevent the legitimate private wire houses from doing business.

Leavenworth, Kan.—The Wilson-Legler Hay & Grain Co. incorporated by George W. Legler, M. N. McNaughton, E. A. Noel and Charles W. Wilson, of Leavenworth, and T. R. Paxton, of Topeka; capital stock \$25,000.

Protection, Kan.—E. M. Blue is mgr. for the Protection Grain Co. that bot the eltrs. last spring of the Alva M. & Eltr. Co. here and at Ashland and Englewood, Kan.; headquarters at this point.—Wallingford Bros., Ashland, Kan.

Hardtner, Kan.—The 35,000-bu. eltr., designed both for a country station and a transfer house, has just been finished for the Southwestern Eltr. Co. by The P. H. Pelkey Const. Co. Equipment includes a sheller, clippers, cleaners, drag feeders and track scales.

Oberlin, Kan.—The finishing touches are being put on the new eltr. of J. J. Jackson. His nicely carpeted and well furnished office has been made one of the most inviting places in the town, and he now has the location his business has needed for several years.

Highland, Kan.—John H. Lynds has let the contract to G. H. Birchard for a 10,000-bu. eltr. with concrete basement and bin hoppers, to be equipped with a gasoline engine, one stand of eltrs. for small grain and ear corn and a wagon scale. This is the eighth contract Mr. Lynds has let to G. H. Birchard.

The following have applied for admission to the Kansas Grain Dealers' Ass'n since Aug. 1: C. S. Laird, mgr. Farmers Eltr. Co., Belpre; F. C. Kellogg, Grand Island; H. H. Butler, Meade; Anderson & Koch, Wichita; Ford Eltr. & Supply Co., Ford; Farmers Grain & Supply Co., Wright; Farmers Eltr. & Supply Co., Dodge City; Jay Pinney, Ford; Bucklin Grain & Supply Co., Bucklin; Harbour Grain Co., Wichita; W. H. Gould & Son, Wilroads; J. H. Aufderheide, Deshler, Neb.

Sylvia, Kan.—Mr. Loomis, who has charge of the grain eltr. of the Sylvia Mfg. Co., had the misfortune to break the ulna in his right arm recently. While soaping a belt on a cleaning machine his arm caught and snapped the bone. It was set immediately and has made favorable progress toward recovery.

Valley Center, Kan.—We intend to build an eltr. in connection with our alfalfa mill and have it completed in time to handle the coming corn crop. We will put up a 10,000-bu. fireproof building equipped with the best up-to-date machinery for handling grain and grinding.—A. F. Tetirick, mgr. Valley Center Alfalfa Mfg. & Grain Co.

Wright, Kan.—Henry Geiser, a 12-year-old boy, was smothered in wheat in an eltr. here, Aug. 17, while a car was being loaded. No one knows how he happened to fall into the chute, and none heard his cries if he made any. He was carried to the bottom of the chute and several hundred bushels of grain had to be removed before his body could be recovered.

Albert, Kan.—The eltr. of the Rock Mill & Eltr. Co. burned early in the morning of Aug. 18. Fire started in the cupola. Loss total; insurance, \$2,000. J. R. Baker, pres. of the company, reports considerable wheat was in the building. The loss will be increased by being unable to handle this season's heavy crop. The company will rebuild.

Topeka, Kan.—Dr. Crumbine, who, as head of the state department of health also inspects scales, reports that his deputies have not found any considerable number of scales weighing either heavy or light. In one case the scale of a grain dealer was found to be weighing 175 pounds per ton in favor of the customer, and as he was doing a heavy business, this dealer was suffering a big loss on each day's business.

Levant, Kan.—A 25,000-bu. eltr. with a solid concrete basement and hoppers, concrete engine room and double office, the building covered with galvanized iron and made lightning proof, has just been completed for J. N. Fike by G. H. Birchard. Equipment will include a 15-h. p. gasoline engine, a wagon scale, a Richardson Automatic Scale, a Superior Grain Separator and a double wagon dump. Mr. Fike is known as the "wheat king." He resides at Colby, Kan., and is reported to have had 12,000 acres in wheat this season and is planning to put in 15,000 acres next.

Kansas City, Kan.—A new rule, made effective Sept. 1 by the Kansas Grain Inspection Dept., requires all grain to be inspected, both on going into eltrs. in this city and when loaded out or transferred from one railroad to another on the Kansas side of the state line. As all grain shipments are inspected by either the Kansas or the Missouri Dept. on arrival here, the new ruling requires a double inspection. Frequently it will require triple inspection, costing \$1.50 instead of 50c. per car. Members of the Board of Trade are objecting strenuously to the measure, but D. R. Gorden, chief grain inspector of Kansas, says the order will stand, as it is well to know just what grades of grain go into store in the eltrs. of Kansas City, Kan. Board of Trade men complain that this is merely a means of increasing the revenues of the inspection departments, and that it would be preferable to pay a larger fee for a single inspection. Kansas grain dealers are interested in this new requirement, as

they are the ones finally charged for the inspection, and they believe they are now paying more fees at Kansas City than at most markets to which they ship.

Salina, Kan.—Grain men here and in central Kansas are considering organizing a board of trade for Salina. Fred Shellabarger, Frank Hageman, W. O. Lyter, Mr. Flack of Goffe & Carkener, and G. L. Toevs, pres. of the Lindsborg Mill & Eltr. Co., went to Hutchinson, Aug. 23, to investigate the plan on which that Board of Trade is operated. Mr. Shellabarger considers it handicapped by the lack of a storage eltr. and says it would be necessary to build a 500,000-bu. eltr. here at a cost of about \$100,000. He estimates another \$100,000 needed to get the board of trade in working order, and believes immediate action should be taken to put the two into operation by next season.

Putnam sta., Sedgwick p. o., Kan.—The eltr. at this station was robbed during the night of Aug. 25. Two locks had been broken, the engine stripped of its brass fittings, two magnetos stolen, several tools and a few hundred loaded shotgun shells taken, besides other articles. Harrison Lowman discovered the burglary early next morning. A marshal in Sedgwick was notified and 20 minutes afterward found his man carrying part of the loot in a sack. The rest he had hidden between the two towns. He claimed he had bot the junk from a passing wagon. Mr. Lowman arrived and identified the articles. The sheriff came in an auto and within an hour after his arrest the thief was taken to jail in Newton.

WICHITA LETTER.

Eugene Kelley, a director of the Kansas Grain Dealers Ass'n, has resigned because he has gone into other business. His successor will be appointed by the president.

A millers' meeting was held in Wichita, Aug. 27, attended by about 100 millers, to discuss the rate situation and milling-in-transit conditions. L. A. Fitz, who is in charge of the seed wheat department of the Kansas Agricultural School, at Manhattan, Kan., was the main speaker, and made a good talk regarding the advancement of seed wheat for the state of Kansas. A great deal has been done to put out good seed wheat among farmers of the state, but more funds are needed to do the work right. The Agricultural College is working close with the millers and grain dealers of Kansas, expecting to build up the quality of milling wheat within the state. The millers spent the evening discussing general conditions, and later had a very enjoyable banquet.

The receipts of grain at Wichita from July 1, 1910, to Sept. 1, 1910, were as follows: Wheat 1,738 cars, a little over 2,000,000 bu.; corn, 100 cars; oats, 26; rye, 1; making a total of 1,865 cars of grain inspected by the inspection department at Wichita during July and August, 1910. About 85 per cent of this wheat was Turkey wheat, testing .59 to 63 lbs. and of very fine quality. So far this season Wichita has received but a very small percentage of off-grade grain, and the class of wheat coming this year is much better than in former years. There is a small percentage of wheat, testing from 53 to 57 lbs. coming into Wichita, which was damaged by chinch bugs, but it is all dark wheat and of good strength, and the only thing against it is the light weight. But very little burnt or damaged wheat is coming to this market.—H.

The movement of wheat continues heavy. The receipts at Wichita for the week ending August 27, were 127 cars, the week ending August 20, 169 cars. The quality is still running good and the price remains close to \$1. The millers are not very active buyers, and cash wheat is just a little bit slow and draggy. We do not anticipate, however, that the receipts will hold up as well from now on, as the farmers are busy putting out their crop, and a great many have the idea that they will hold for better prices.

The entire membership of the Grain Exchange recently met, not as such, but as individuals, outside of Board of Trade quarters, and held an indignation meeting over their poor long-distance service. A large part of their business, bids and orders taken, is by long-distance and their monthly bills are large enough to obtain good service. They sent a note to headquarters explaining their grievances, demanding improved service, and refusing to pay any more overcharges; which promptly obtained desired results. An expert wire chief and special trouble man came down from Kansas City and spent two days on the floor of the Board of Trade, asking brokers about the service and the most prolific sources of their vexation. Soon the service both in and out of the Grain Exchange was so improved that one firm got thru with as many calls in two hours as it had formerly consumed an entire day upon.

KENTUCKY.

Winchester, Ky.—R. C. Mansfield's flour mill has not been operated since his death last spring.—Goff & Bush.

Newport, Ky.—George Keller has equipped his new eltr., built by H. C. Teeter, with a Constant Ball-Bearing Manlift.

Hawesville, Ky.—One of the bin houses of the Hawesville Eltr. Co., owned by George Bentley of this place, and others in Louisville, collapsed recently; loss, \$3,000. The bins contained about 20,000 bus. of wheat and 1,000 of shelled corn.

LOUISIANA.

Bayou Sara, La.—A local firm has closed a deal with the La. Ry. & Navigation Co., whereby a grain eltr. will be built at this point and good freight rates have been promised on corn.

New Orleans, La.—Neither wheat nor corn was shipped from this port in August, compared with 236,000 bus. of wheat exported in Aug., 1909. Shipments during the grain year ended Sept. 1, 1910, included 1,156,395 bus. of wheat and 5,139,206 bus. of corn compared to 2,911,704 bus. wheat and 4,162,950 bus. of corn exported during the previous year. Neither oats nor barley have been exported from this port since Sept. 1, 1907.—W. L. Richeson, chief grain inspector, New Orleans Board of Trade.

Baton Rouge, La.—A. R. Barracks, an Illinois grain dealer, and W. H. Wenzel, an eltr. builder, were here Aug. 27, conferring with the Board of Trade and considering sites offered on which to build a grain eltr. and a corn mill. They then went to view sites in other places. E. E. Israel of this city is also interested in the plant, which the Board of Trade is making an effort to locate here, as it would do much to open up this corn market. The Board would have to raise \$3,200 for a site 128 ft. wide, extending from the Yazoo & Miss. Val. R. R., to the river front.

St. Francisville, La.—Richardson & Percy are erecting sheds and the foundation for a corn eltr. and mill to handle this season's crop.

New Orleans, La.—The grain committee of the Board of Trade held a conference with W. F. Braggins, general frt. agt. of the T. & P., Aug. 26, and asked that road to put into effect a maximum rate of 12½c. on grain for a two-line haul in Louisiana.

MARYLAND.

Baltimore, Md.—Dennis & Co. have succeeded Dennis & Pope.

Baltimore, Md.—The Western Md. R. R. Co. is considering building an eltr. here.

Baltimore, Md.—Charles England will represent the Baltimore Chamber of Commerce at the meeting of the Council of American Grain Exchanges in New York, Sept. 12.

Baltimore, Md.—E. F. Richards of John T. Fahey & Co., grain receivers and exporters, has been appointed a member of the corn committee of the Chamber of Commerce in place of Wm. Rodgers, secy-treas. of the Thomas Johnston Co., grain receivers, who resigned, as he is going West for an indefinite stay.

Baltimore, Md.—Receipts of grain during August included 1,339,505 bus. of wheat, 254,979 of corn, 787,606 of oats, 29,143 of rye, 1,869 of barley and 51,962 bus. of malt; compared with 1,369,883 bus. of wheat, 167,736 of corn, 395,626 of oats, 28,516 of rye, 560 of barley and 40,661 bus. of malt received in Aug., 1909. Shipments included 544,000 bus. of wheat, 90,584 of corn and 150 bus. of oats; against 988,480 bus. of wheat, 20,201 of corn and 270 bus. of oats shipped in Aug., 1909.—James B. Hessong, sec'y Chamber of Commerce.

Baltimore, Md.—Herbert Sheridan, the first mgr. of the new traffic buro of the Chamber of Commerce, is a Canadian by birth, 42 years old, and has spent all his business life in railroad work. His first service was with the Pere Marquette at Milwaukee, whence he was transferred to St. Paul as freight agt. for the same system. His work in that field attracted the attention of B. & O. officials, and he was made traveling representative of that road in Ohio, then sent to Baltimore as chief clerk in its freight dept., and afterwards promoted to be division freight agt. at Columbus, O., which he resigned Sept. 3, to come here.

Baltimore, Md.—Members of the Chamber of Commerce met Aug. 30 to consider establishing a traffic buro in connection with the other departments of the Chamber. It was the unanimous opinion that Baltimore's grain interests should be so protected and a committee composed of Vice Pres. Ferdinand A. Meyer, Charles England and J. C. Gorman, offered its management to Herbert Sheridan, division freight agt. of the B. & O. R. R. at Columbus, O., who came into contact with local grain men while chief clerk in the road's general freight department in this city. Instead of answering the committee's telegram, Mr. Sheridan came here September 2, for a conference, was assured that he would be given a long-term contract at a handsome figure, and that a perpetual maintenance fund would be provided for the buro. He at once accepted and said he would be ready to begin work on the new department Sept. 20. He will have to deal wholly with transportation problems, pre-

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vent discrimination and adjust differences to meet the requirements of the trade and those serving it while hauling products or storing them. He will have full sway and be unhampered by restrictions. In view of the differential questions that will soon be brot up before the Interstate Commerce Commission, Mr. Sheridan will achieve much if he is able to convince the commission by facts and figures that Baltimore is entitled to its differential.

MICHIGAN.

Allegan, Mich.—E. F. Sherman has installed a Constant Manlift in his eltr.

Stockbridge, Mich.—The Stockbridge Eltr. Co. is enlarging its plant.—F. L. Wright.

Grand Rapids, Mich.—The Valley City Mfg. Co. will install a Hall Signaling Grain Distributor in its eltr.

Plymouth, Mich.—George McLaren, son of J. D. McLaren, the grain dealer, was married recently to Miss Edna McKeever.

Minden City, Mich.—I have just completed a new lumber shed, 60x100 ft., and will use my former lumber shed for hay.—Louis H. Riedel.

Detroit, Mich.—We have just purchased the large bean eltr. formerly operated by Ferrin Bros., and will operate it from now on.—Botsford & Barrett.

Bay City, Mich.—Earl Thorne has had his grain eltr. moved to the Grand Trunk tracks and is putting a new foundation under it before he reopens it for business.

Jackson, Mich.—Frederick E. Leighton, the hay dealer, is charged by the Jackson State Savings Bank with forging Bs/L amounting to \$5,145. A warrant for his arrest is in the hands of the police, but he has disappeared.

Detroit, Mich.—A new grain firm has been organized to take the place of Carson, Craig & Co., that recently was dissolved because Mr. Carson wished to retire. As the leading members of the new firm are sons of Wm. Carson of the old firm, they may choose the firm name of William Carson's Sons.

Richville, Mich.—J. L. Ortner, mgr. and lessee of the eltr. that burned Aug. 19 with 1,500 bus. of grain, was at Niagara Falls at the time of the fire. Farmers from Frankenmuth and Richville owned the eltr. Their company, formed about a year ago, had a prosperous business, carried some insurance, and will probably rebuild.

Owosso, Mich.—Fred Welch of Fenton has bot the eltr. here that formerly belonged to C. H. Barrett, but was taken over at the first of the year by the J. W. Moore syndicate. He has taken possession, but will not move his family here for a while. He sold his eltr. in Fenton last fall to the Fenton Eltr. Co. with the expectation of retiring from the grain business.

Detroit, Mich.—Arthur J. Clark, whose brokerage office had been raided by the police, as a bucket shop, about a month before, met his creditors, Aug. 31, to make preparations for a settlement of all claims. To do this he demanded from Attorney T. J. Navin a draft for \$3,000, which was turned over to Mr. Navin by the prosecuting attorney after having been taken from him at the time of his arrest, he alleged. He declared himself able to pay the additional \$1,800, making up the total of \$4,800 in claims against him.

The Michigan Agri. College has issued a circular recommending the Dawson golden chaff variety of wheat, an awnless, white wheat that, under the college cultivation, has yielded 38.2 bus. per acre. The recommendation has made millers uneasy, as the variety was introduced into Michigan about 15 years ago by Dr. Kedzie of the Agri. College, and was responsible for a falling off in the standing of Michigan flour in all markets. Tho a good yielder, it is so deficient in gluten and milling qualities that millers are obliged to dock it.

Saginaw, Mich.—One of the important questions to come up for discussion at the 15th annual convention of the Michigan Bean Jobbers Ass'n at this city, Sept. 21 and 22, is the sale of beans at net weight. Pres. J. A. Heath, of Lenox, writes: Beans have always been sold in cotton bags, no charge for the bags, and the bags weighed in so that the customer actually pays about 3c. for the package. It will cost the Michigan bean shippers this season \$300,000 for bags, which, under present conditions, is practically a loss. There are many other important matters to be considered at this meeting, and a large attendance is expected.

Kalamazoo, Mich.—The 40,000-bu. receiving and exchange eltr. of reinforced concrete construction to be erected for Morris Kent & Co., will occupy a ground space 40x106 ft. and rise 96 ft. above the grade line. In connection with the eltr. a warehouse having two floors and a basement will be built of reinforced concrete. Twelve circular grain bins will be sputtered to a central point for discharge. The most improved facilities for loading and unloading will be installed, including a double set of scales to load grain into cars. All except one machine will be installed in the basement of the warehouse, and all will be operated by electricity. When its new plant is completed, the company will abandon its frame eltr. more than 30 years old, occupied by the firm since 1892.

MINNESOTA.

Gaylord, Minn.—The new eltr. has been completed for the Pacific Eltr. Co.

Zions, Minn.—The new eltr. has been completed for the International Eltr. Co.

Erhard, Minn.—The Farmers Eltr. Co. is having an addition built to its eltr.

Dennison, Minn.—The Dennison Farmers Merc. & Eltr. Co. has repaired its house.

Armstrong, Minn.—I am going to get a new scale and have the eltr. fixed up.—T. E. Flaskerud.

Bertha, Minn.—Chas. Bottemiller has purchased the eltr. of the Bertha Farmers Eltr. & Merc. Co.

Duluth, Minn.—George Vance was sentenced recently to 20 days in jail for sweeping grain about eltrs.

Hutchinson, Minn.—Carl Steinkopf of Buffalo Lake has opened the eltr. he purchased here last spring and has placed Mr. Borkenhagen in charge.

Badger, Minn.—The Farmers Co-op. Eltr. Co. has installed Avery Automatic Scales in each of its houses, here and at Greenbush.—Paul Anderson, mgr.

Kenneth, Minn.—Greig & Zeeman have again leased the eltr. of E. A. Brown and will operate it in connection with their own during the coming season.

St. James, Minn.—The newly organized Grain Co. of St. James bot the eltr. of the Farmers Eltr. Co. for \$3,500. P. H. Grogan is pres. and G. B. Gilbertson, sec'y.

Sauk Center, Minn.—A. E. Erwin, sec'y and mgr. for the Steadman Eltr. Co., has bot Mr. Steadman's interests in the firm and the name will be changed to the Erwin Eltr. Co.

Barnesville, Minn.—I have leased the eltr. of the Grain Producers Eltr. Co. and will carry on the business in my own name this season.—F. E. Diemer, former agt. Grn. Pro. Eltr. Co.

Wykoff, Minn.—The Gund Brewing Co. of La Crosse, Wis., has purchased the eltr. here of Jacob Rau, formerly leased by the Cargill Eltr. Co., and has employed W. H. Miller as buyer.

Oakland, Minn.—Magnel Morgan, agt. for the Hunting Eltr. Co., has opened the eltr. his company recently bot from the Cargill Eltr. Co., which was operated by his brother, Frank Morgan.

Brandon, Minn.—The Brandon Grain Co. incorporated by S. Dickinson, pres.; C. W. Meckstroth, vice-pres. and six others; capital stock, \$10,000; has bot the eltr. of the National Eltr. Co.

Stephen, Minn.—Lars Mickelson has employed C. W. Cronin from Cando, N. D., as grain buyer at the eltr. he recently purchased from the Duluth Eltr. Co., which had been leased by J. Potter.

Lesuer Center, Minn.—The eltr. of the Big Diamond Mfg. Co., known locally as the Sheffield Eltr., closed for some months, has been opened for business in charge of Thomas Wallace from Faribault.

Odin, Minn.—Gilbert Anson, formerly local agt. for the Western Eltr. Co., has been bound over to the grand jury, charged with embezzlement by the owners of the eltr. He had been missing for some time.

Foley, Minn.—Stockholders of the Foley Mfg. & Eltr. Co. held their first annual meeting Aug. 27 and re-elected J. W. Feddema mgr., treas. and director; Marcus Johnson of St. Paul, pres. and John F. Hall, sec'y.

Atwater, Minn.—The Atwater Union Eltr. Co. has been organized with a capital stock of \$10,000; Victor T. Peterson, pres.; B. P. Hovey, sec'y; Chas. H. Hanson, mgr. The new company has opened its eltr. for business.

Duluth, Minn.—S. F. Staples and H. H. Dinham have been admitted to membership in the Duluth Board of Trade and the memberships of W. L. Beaton and J. E. Owen have been transferred.—Chas. F. Macdonald, sec'y.

Hardwick, Minn.—I have succeeded G. H. Plomson as mgr. for the Davenport Eltr. Co. He resigned to go into other business. I was formerly ass't mgr. for the Farmers Eltr. Co. at Wanamingo, Minn.—Emil G. Rosvold.

New Ulm, Minn.—The Eagle Roller Mills Co., that has a 500,000-bu. eltr. under construction by the Haglin-Stahr Co., to be completed by Nov. 1, including 19 tanks of reinforced concrete, has let the contract to the same firm for four more tanks.

Barrett, Minn.—The Barrett Grain Co. incorporated by Nils P. Setterlund, M. W. Keith, W. H. Beach and others of this place; capital stock, \$10,000; has purchased the house of the Atlantic Eltr. Co., and will operate it as a farmers eltr.

Odessa, Minn.—Farmers have organized, bot the eltr. of the Crown Eltr. Co. and retained W. E. Ryan as mgr.—T. D. Klinck, agt. Geo. C. Bagley Eltr. Co.

Beardsley, Minn.—I have succeeded W. R. Smith as mgr. for the Brown Valley Farmers Eltr. Co.—C. M. Dale, former agt. Atlantic Eltr. Co., Wimbledon, N. D.

Morgan, Minn.—We are putting in a 6-ton wagon scale with 8x22-ft. platform, to weigh coal; and, as soon as we can get current from Redwood Falls, we intend to install motors and corn sheller and cleaner.—Morgan Farmers Eltr. Co.

St. Paul, Minn.—The Hay & Grain Board of Trade elected the following officers, Aug. 22: F. J. Brings, pres.; Theodore Wolff, vice pres.; J. A. Tierney, sec'y. Directors: Pres. Brings, C. R. Rank, P. H. Tierney, J. H. Dalenty, W. H. Jones, Guy Carlton and Theodore Wolff.

St. James, Minn.—The Farmers Eltr. Co. closed its house July 1, because its charter had expired, and a new farmers' company has been organized under the name of the Grain Co. of St. James. It opened the eltr. Sept. 1 with Carl Serkland mgr.—J. Weymouth, agt. C. S. Christensen Co.

Duluth, Minn.—Receipts of grain during the month of August included 3,200,016 bus. of wheat, 105,098 of oats, 31,160 of corn, 13,287 of rye and 674,363 bus. of barley; compared with 325,555 bus. of wheat, 74,694 of oats, 244,705 of corn, 86,104 of rye and 220,498 bus. of barley received in Aug., 1909. Shipments included 2,159,033 bus. of wheat, 195,712 of oats, 13,303 of corn, 20,200 of rye and 660,087 bus. of barley; against 266,893 bus. of wheat, 195,978 of oats, 217,642 of corn, 15,000 of rye and 111,267 bus. of barley shipped in August last year.—Chas. F. Macdonald, sec'y Board of Trade.

MINNEAPOLIS LETTER.

The Home Grain Co. has decreased its capital stock from \$150,000 to \$50,000.

The Atlas Eltr. Co. has increased its capital stock from \$400,000 to \$450,000.

It is rumored that the Gt. Western Eltr. Co. will pass under the control of the Washburn-Crosby interests and that the Acme Eltr. Co. and the Sterling Eltr. Co. will liquidate.

The Brooks Eltr. Co. will build a brick and frame corn dryer, 12x23 ft., with reinforced concrete sulphur stack and a reinforced concrete and fire brick sulphur furnace to cost \$3,500.

The news of J. B. Orth's bankruptcy was received with interest in Milwaukee where he was at one time in financial difficulties. Karger Bros., the Milwaukee commission men, are among his creditors.

C. M. Amsden, D. J. Hanlon, Le Roy D. Godfrey, Frank M. Martin, Frank H. Ellis and Perry M. Ingold have applied for membership in the Chamber of Commerce. Mr. Amsden was formerly a member but retired about two years ago.

Velvet chaff wheat will be a good delivery on regular contracts, the members of the Chamber of Commerce on Aug. 31 having decided by a vote of 264 to 43 to let the rules governing grades deliverable remain as they are. The question was forced upon the Chamber by the action of the state grain inspection department in grading velvet chaff as No. 2 northern, doing away with the grades of velvet chaff.

Ten cars of wheat that came into Minneapolis over the Hastings & Dak. Ry., Aug. 25, were wrecked within the city limits and so much wheat was stolen that the salvage was estimated at only one-third of the amount the cars contained.

The Minneapolis Grain Commission Merchants Ass'n held its annual meeting and election of officers, Aug. 31. B. F. Benson was elected pres., H. L. Hankinson, vice-pres.; J. H. McEnary, sec'y; and John McLeod, W. O. Timmerman, John Gilfillan, F. L. Carey and T. G. McCarthy, directors.—J. H. McEnary.

During the crop year ended Aug. 31, Minneapolis received 101,600,000 bus. of wheat, 23,215,000 of barley, 17,625,000 of oats, 9,250,000 of flaxseed, 7,025,000 of corn and 2,425,000 bus. of rye, making a total of 161,140,000 bus., the largest amount of grain ever received at this market. The nearest approach to it was in 1906, when the grain receipts totaled 157,346,340 bus. The record-breaking receipts of the present year are due to the increase in wheat. The nearest approach to which was in that other record year ended Aug. 31, 1906, when wheat receipts aggregated 97,532,750 bus. The nearest approach to that was in the strangely similar years of 1899 and 1907, when wheat receipts came within two car loads of being equal, 92,643,730 bus. during the year ended Aug. 31, 1907, and only 1,990 bus. more in the year ended Aug. 31, 1899.

MISSOURI.

A good roads train is being run in Missouri this month by the St. Louis & San Francisco Railroad.

Knox City, Mo.—I sold my 15,000-bu. warehouse to J. L. Cornelius, who is the only regular dealer. McReynolds, Wescott & Co., are scoopers.—Robt. White.

Leeton, Mo.—The W. J. Livingston Trading Co. has completed the erection of a 10,000-bu. eltr. at this place.—Taylor Black.

Sedalia, Mo.—We will build an addition to one of our warehouses this fall. The Sedalia Mfg. Co. has completed building additional storage room in its mill here.—Archias Seed Store Corp.

KANSAS CITY LETTER.

F. C. Hoose, formerly with the Missouri Grain Co., resigned to enter the Kansas City office of Norris & Co.

H. C. Meredith, who was recently sentenced to six months in the county jail for operating a bucket-shop, has been paroled by Judge Latshaw.

The board of railroad and warehouse commissioners held its regular monthly meeting here Aug. 31, at which several complaints from grain dealers were investigated.

Harry A. Fowler, who is interested with his father, Harry T. Fowler, in the Fowler Com. Co., has purchased the Board of Trade membership of Ralph McDermid.

Donald Moffatt of the Moffatt Grain Co. has a broken arm, and A. L. Ernst, of the Ernst-Davis Grain Co., has a fractured wrist, each being the result of cranking his automobile.

Vice-Pres. C. P. Moss and Sec'y E. D. Bigelow will represent the Kansas City Board of Trade at the meeting of the Council of North American Grain Exchanges at New York, Sept. 12.

F. W. Hoebel has been elected to membership in the Board of Trade in the place of Geo. W. Tourtellot, deceased.—E. D. Bigelow, sec'y Board of Trade.

Stephen H. Miller, formerly assistant to C. C. Fields, has succeeded him as mgr. of the Kansas City branch of the Norris Grain Co. Mr. Fields has been transferred to Winnipeg, Man., where he will occupy a similar position for the same firm.

B. F. Reavis, a retired grain man and a former member of the Board of Trade, died here Aug. 19, aged 74 years. After serving in the Confederate army during the war, Mr. Reavis engaged in the banking business and later became associated with the grain trade in partnership with W. T. Redmon.

Receipts of grain at Kansas City during August were Wheat, 8,728,800 bus.; corn, 1,482,000 bus.; oats, 761,600 bus.; rye, 9,900 bus.; barley, 4,200 bus.; bran, 1,120 tons. Shipments made during August were; Wheat, 5,124,000 bus.; corn, 1,088,400 bus.; oats, 377,400 bus.; rye, 8,800 bus.; barley, 4,200 bus.; bran, 11,400 tons.—E. D. Bigelow, sec'y Board of Trade.

ST. LOUIS LETTER.

L. J. Jones, local representative of E. R. & D. C. Kolp of Fort Worth, Tex., has resigned.

Since the death of T. B. Morton the business of Morton & Co. is being conducted by his oldest son, C. A. Morton, and J. O. Allen, who have been with the firm 15 and 20 years respectively.

French Weems Smith, head of the F. W. Smith Grain Co., and member of the Merchants Exchange, died at his home here Aug. 15. He was 69 years of age and had a long and successful career in the grain commission business.

James C. Lincoln, traffic commissioner of the Merchants Exchange and pres. of the National Traffic Ass'n, has accepted an invitation to address the convention of the Grain Dealers National Ass'n at Chicago, Oct. 12, upon the subject of "The Federal Railroad Law as Amended."

All creditors of the Southern Stock & Grain Co. are to be paid in full, as the result of a suit of Manton Davis, assignee for the creditors, to compel Philip A. and John F. McDermott to return moneys paid to them for their share in the business. The case has been in court nine years.

The following were elected members of the Merchants Exchange in August: James W. Holmquist, of Holmquist Eltr. Co., Omaha, Neb.; John W. Cornelius, of Cornelius Mill Furnishing Co., transferred from Nicholas Cornelius, deceased; Edw. H. Deffaa, of Southern Feed Co.—Geo. H. Morgan, sec'y Merchants Exchange.

St. Louis grain receipts during August, 1910, were: Wheat, 4,074,900 bus.; corn, 706,400 bus.; oats, 3,575,100 bus.; rye, 35,200 bus.; barley, 15,400 bus.; against wheat, 5,100,000 bus.; corn, 2,096,600 bus.; oats, 2,785,600 bus.; rye, 27,000 bus.; barley, 10,400 bus. during August of 1909. Shipments during August, 1910, were: Wheat, 1,633,100 bus.; corn, 639,340 bus.; oats, 1,494,660 bus.; rye, 11,710 bus.; barley, 11,560 bus.; against shipments during August, 1909: Wheat, 3,529,830 bus.; corn, 1,925,890 bus.; oats, 1,545,950 bus.; rye, 6,170 bus.; barley, none.—Geo. H. Morgan, sec'y Merchants Exchange.

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Members of the St. Louis Grain Club are considering a plan to invite the 2,000 grain dealers of Missouri to meet in this city during the third week in October to consider the organization of a state association. Missouri is the only grain state without such an organization. It is also proposed to confer on terminal charges and other questions of interest to the dealers.

We have leased and will operate the Belt Eltr. in East St. Louis, formerly controlled by P. P. Williams Grain Co. This house has a capacity of approximately 200,000 bus. and will be operated in addition to the "Southern" and "Western," thus giving us a combined storage space of about 1,200,000 bus. The eltr. has been declared regular under the rules of the Merchants Exchange, grain stored there being deliverable on contract.—Pendleton Grain Co.

MONTANA.

Wibaux, Mont.—J. C. Kinney is building an eltr.—H. B. Hanson, mgr. Wibaux Eltr. Co.

Gladive, Mont.—The new eltr. of the Montana Eastern Farmers Eltr. Co. here has been completed.

Hobson sta., Philbrook p. o., Mont.—The Farmers Eltr. Co. will succeed Mr. Brown.—Olin Cairns, agt. Rocky Mountain Eltr. Co., Stanford.

Hedges sta., Yale p. o., Mont.—The Farmers Eltr. Co. of Pleasant Lake, N. D., will soon build an eltr. here. C. J. Flannery is one of the directors.

Philbrook, Mont.—The Moccasin Farmers Eltr. Co. has been granted a lease by the Great Northern Ry. and will build an eltr. L. O. Hicks & Son have the building contract.

Helena, Mont.—The Imperial Eltr. Co. of Minnesota, Aug. 18, filed a statement showing its financial condition. The company has an authorized capital of \$1,000,000, with assets of \$2,419,978.

Terry, Mont.—Geo. Minthorn, formerly of the McKee & Minthorn Eltr. Co. at Bradley, S. D., is building an eltr. at Terry, Mont., and will move here soon.—R. W. Baker, Sioux Falls, S. D.

Froid, Mont.—Four eltrs. are being built here by the following firms: St. Anthony & Dakota Eltr. Co., 25,000 bus.; Montana & Dakota Eltr. Co., 25,000 bus.; Farmers Eltr. Co., 25,000 bus., and McCabe Bros.—Geo. F. Hunter.

NEBRASKA.

Angus, Neb.—Mr. Peats has succeeded Buress Bros.

Phillips, Neb.—The Phillips Grain Co. will build coal sheds.—E. C. Purdy, mgr.

Mt. Clare, Neb.—We are expecting to install a new cleaner.—Knapp Grain Co.

Ragan, Neb.—The Updike Grain Co. is remodeling its eltr.—L. E. Wise, agt.

Kenesaw, Neb.—N. M. Hawes has succeeded Otto Ernst as agent for Frank Real.

Edison, Neb.—John Tripe is now agt. for Rankin Bros. at this place.—R. R. Clark.

Benkelman, Neb.—O. M. Kellogg of Stratton has bot the eltr. of J. M. Sewell & Co.

Breslau sta., Plainview p. o., Neb.—The Fletcher Grain Co., headquarters at Orchard, Neb., has purchased the eltr. of G. W. Hitchens.—J. T. Fletcher, Orchard, Neb.

Mt. Clare, Neb.—Mr. Turner has succeeded A. F. Graham as agent for Richard Heinen.

Carlisle, Neb.—The Nye Schneider Fowler Co. will remodel its eltr.—J. W. Palmer, agt.

St. Mary, Neb.—C. M. Linn, whose eltr. was burned May 11, expects to rebuild.—H. Schuman.

Beaver Crossing, Neb.—The Dawson Grain Co. has spent about \$1,000 remodeling its eltr.—J. W. Allen, agt.

Fairmont, Neb.—The Hynes Grain Co. has installed a new Richardson Automatic Scale.—Chas. L. Cox, agt.

Edgar, Neb.—The Shannon Grain Co. will tear down its old house and build a new one.—C. D. McIlvay, mgr.

Neligh, Neb.—A Farmers Eltr. Co. is being organized here to purchase the eltr. of the T. B. Hord Grain Co.

Page, Neb.—W. W. Calkins has leased and will operate the eltr. of the Atlas Eltr. Co.—J. T. Fletcher, Orchard, Neb.

Potter, Neb.—C. W. Johnston is constructing a 10,000-bu. eltr. at this place. L. F. Demers & Son have the contract.

Murphy sta., Phillips p. o., Neb.—The Aurora Farmers Eltr. Co. has just completed its eltr. A. M. Lewis is in charge.

Fairfield, Neb.—We are figuring on installing an automatic scale in our eltr.—A. E. Hockman, mgr. Clay Co. Grain Co.

Dorchester, Neb.—The Central Granaries Co. will remodel its eltr. and cover it with corrugated iron.—O. D. Nickols, agt.

Arcadia, Neb.—I am now agt. for the Wilsey Grain Co. of Lincoln at this place, having succeeded J. L. Gordon.—R. R. Clark.

Shickley, Neb.—The Shickley Farmers Eltr. Co. has succeeded the Ewart Grain Co. and has selected N. F. Anderson as mgr.

Milligan, Neb.—The Lincoln Grain Co. has leased the eltr. formerly operated by Ewart Grain Co., and will remodel its old house here.

Burks, Neb.—The Lincoln Grain Co. is building a 15,000-bu. eltr. equipped with up-to-date machinery. Henry Peters will manage the eltr.

Osceola, Neb.—James Bell & Son have lost about \$1,000 by rain, Aug. 29. The entire pits which are 20 ft. deep, were filled with water.

Sargeant, Neb.—Chas. D. Colburn, formerly manager for J. H. Currie at Bradshaw, Neb., has purchased the eltr. of A. H. Brooks.

Funk, Neb.—S. P. Johnson, who has been managing the eltr. of the Foster Grain Co., has been transferred to their eltr. at Stromberg.

Brainerd, Neb.—The Omaha Eltr. Co. is thinking of tearing down its eltr. here and building a new one.—J. F. Jirover, agt. Omaha Eltr. Co.

Bradshaw, Neb.—J. H. Currie has spent \$500 remodeling his eltr. and installing new manlift. Cramer Const. Co. had the contract.

Omaha, Neb.—Perry C. Smith and C. K. Denman have been admitted to membership in the Omaha Grain Exchange.—F. P. Manchester, sec'y.

Harvard, Neb.—I have resigned as sec'y to take the place of G. R. Albee as mgr. V. J. Dieringer will be sec'y.—Fred Kockrow, mgr. Harvard Co-op. Gr. Ass'n.

Kearney, Neb.—The eltr. of the Updike Grain Co., which has been under lease to F. F. Roby and operated under the name of the Kearney Flour Mills, burned Aug. 31. Loss, \$15,000, partially covered by insurance.

Doniphan, Neb.—The Hall County Grain Co. has purchased the eltr. formerly owned by Harrell & McMullin, and has finished rebuilding after installing new and up-to-date machinery.—R. L. McMullin, mgr. Hall County Grain Co.

Wallace, Neb.—The eltr. of the Crete Mills has been completed by G. H. Birchard. The eltr. has a capacity of 12,000 bus., has a concrete basement and is iron clad. It is equipped with a gasoline engine, wagon scales and hopper scales.

Elsie, Neb.—The eltr. of the Crete Mills here has been finished by G. H. Birchard. The building is covered with iron, has a concrete basement and a capacity of 12,000 bus. It has a gasoline engine and hopper and wagon scales, and large warehouse for flour and feed.

Thayer, Neb.—The Van Wickle Grn. & Lbr. Co. lost about \$500 on 2,000 bus. of corn which was damaged by recent heavy rains. The pits were filled with water. The corn is being sold at half price. Some wheat was damaged, but the company will try to dry it.—M. G. Koons, agt.

Grant, Neb.—The eltr. of the Crete Mills has been completed at this place. It has a capacity of 12,000 bus., has a concrete basement and is covered with iron. It is equipped with a gasoline engine, wagon and hopper scales. It also has an ear corn elevator and an 8,000-bus. corn crib. G. H. Birchard built the house.

Annandale sta., Fairfield p. o., Neb.—The Farmers Eltr. Co.'s eltr. at this place is completed. The basement and hoppers are solid concrete and the building is covered with iron. It is equipped with a 10-h.p. engine, wagon scale, a hopper scale, a separator, one stand of elevators and a double wagon dump. G. H. Birchard was the builder.

Berks, Neb.—The Lincoln Grain Co. has let the contract for the construction of a 15,000-bu. eltr. to G. H. Birchard. It will have a concrete basement and bin hoppers and will be ironclad throughout. It will be equipped with a gasoline engine, wagon and hopper scale, manlift, one stand of eltrs., a double dump hopper and a separator.

Omaha, Neb.—Grain receipts during August included 1,066,800 bus. of wheat, 2,336,400 of corn, 703,800 of oats, 8,800 bus. of rye and no barley; compared with 1,761,600 bus. of wheat, 2,399,100 of corn, 382,400 of oats, 7,000 of rye and 15,000 bus. of barley received in Aug., 1909. Shipments included 423,000 bus. of wheat, 1,886,000 of corn, 250,500 of oats, 8,000 of rye and 1,000 bus. of barley; against 855,000 bus. of wheat, 2,286,000 bus. of corn, 181,500 of oats, 3,000 of rye and 7,000 bus. of barley shipped in August, 1909.—F. P. Manchester, sec'y Omaha Grain Exchange.

NEW ENGLAND.

Charlestown, Mass.—The Boston & Maine Railroad has installed a new drier in the Hoosac eltr. here which has a capacity of from 1,000 to 1,800 bus. per hour. The heat is produced by exhaust steam. The drier can be also used for cooling grain.

Portland, Me.—The Grand Trunk System has let the contract to the Hess Warming & Ventilating Co. for a Hess Grain Drier of 10,000 bus. capacity per day.

NEW JERSEY.

Plainfield, N. J.—The Union Grain Co., incorporated, capital stock, \$50,000; to deal in grain, hay, feed. Incorporators, A. I. Smalley, Frank Mobus and Joe P. Ryno, all of Plainfield.

NEW YORK.

Le Roy, N. Y.—The large grain and produce eltr. being erected by Gleason & McFarland is nearly completed.

New York, N. Y.—John A. Williamson, of the Cataract City Mig. Co., of Niagara Falls, N. Y., has applied for membership in the Produce Exchange.

New York, N. Y.—New England Cereal Co., incorporated, \$2,500,000; incorporators: Otto V. Schrenk, John Keyes, John A. Kehlenbeck, all of New York.

Oneonta, N. Y.—W. O. Elmore, and his son and their families, have moved from Chicago to Oneonta, where they will operate the mill under the name of the Elmore Grain Co.

New York, N. Y.—Samuel W. Thomas will represent on the Produce Exchange the Brooklyn Grain & Eltr. Co. of which Thomas V. Patterson is general manager. This firm has absorbed Cornell, Thomas & Co.

Ogdensburg, N. Y.—The eltr. of the Ogdensburg Terminal Co., which was recently burned, contained 51,000 bus. corn and a few thousand bushels of oats, the loss amounting to \$125,000. The eltr. had a total capacity of 1,000,000 bus.

New York, N. Y.—Edward Altemus, who ran a bucketshop under the name of Standard Stock, Grain & Provisions Co., in Jersey City, was recently convicted in the Hudson County court. The sentence was suspended, however, on the ground that Altemus furnished evidence against other alleged backers of the game.

New York, N. Y.—The New York Produce Exchange has appointed a special committee to attend to the comfort and entertainment of the visiting delegates to the Council of North American Grain Exchanges. The committee consists of L. W. Forbell, chairmen; Lynden Arnold, pres.; E. R. Carhart, vice-pres.; John Aspergen, H. M. Bogert, Geo. R. Green, T. H. Story and Wm. H. Trafton. While no definite plans have as yet been made, it is thought that on Sept. 18, there will be a sail up the Hudson river, followed by an automobile ride from the landing at West 125th street to the Larchmont Yacht Club on the Sound, where a shore dinner will be served.

NORTH DAKOTA.

Medberry, N. D.—The Farmers Eltr. Co. has employed E. A. Bisbee as buyer.

Pingree, N. D.—Pingree Grain & Supply Co. has recently repaired its eltr.

Alfred, N. D.—Ole Braaten, of Streeter, now is employed by the Powers Eltr. Co. here.

Hettinger, N. D.—The Hettinger Milling Co. is erecting an eltr. of 15,000 bu. capacity.

Leeds, N. D.—Powers Eltr. Co. and the Great Western Eltr. Co. have closed their houses here for the season. We will keep open.—J. B. Coolidge, agt. Thorpe Eltr. Co.

Mohall, N. D.—The eltr. of the Mohall Farmers Eltr. Co. has been closed for the season.

Cooperstown, N. D.—The Farmers' Cooperative Grain & Supply Co. has completed its new eltr.

Webster, N. D.—The Minneapolis & Northern Eltr. Co. has closed its eltr. here for the season.

Willow City, N. D.—The Minneapolis & Northern eltr., which was burned recently, will be rebuilt.

Belfield, N. D.—The Farmers Eltr. Co. has opened its recently completed eltr. for business.—N. J. Steffen, mgr.

Sheldon, N. D.—John Biever has severed his connection with the Farmers Eltr. Co. and removed to Leonard.

Carson, N. D.—The Russell-Miller Milling Co., of Minneapolis, Minn., will soon commence the erection of an new eltr.

Cuba, N. D.—C. W. Paulsen and D. C. Bye have purchased T. C. Lillethum's eltr. Carl Kin has been employed as buyer.

Buffalo Springs, N. D.—The eltr. of the Western Grain & Lumber Co. has been rushed to completion. Thos. Largis is buyer.

Amenia, N. D.—The Amenia Eltr. Co. has installed in its lately rebuilt house a roller feed mill, which will be operated by Alex Hamilton, agt.

Heaton, N. D.—Elsewhere in this number of the Journal are reproduced photo-grafts of the eltrs. wrecked by the tornado at this place Aug. 29.

Backoo, N. D.—The Inter-State Grain Co., of which I was agt., has closed its eltr. at Moorefield for this season.—B. O. Bertheuson, agt. National Eltr. Co.

Wilton, N. D.—The eltr. and flour shed of the Washburn Grain & Feed Co. was entirely destroyed by fire on the night of Aug. 30.—H. C. Edgerton, mgr. Wilton Eltr. Co.

Bowman, N. D.—The Rippe Grain & Mfg. Co. will erect a 20,000 bu. eltr. here. Henry Rippe, of Fairmont, Minn., is pres. of the company. W. F. Auten has been chosen manager.

Kellogg, N. D.—The Great Western Eltr. Co. has finished a 30,000 bu. house at this station, and I am the agent again. The construction was by C. E. Bird & Co.—H. F. Degerness.

Washburn, N. D.—The Farmers Eltr. Co., whose eltr. was burned recently, will not rebuild this year on account of the light crops in this region.—Ross Emerson, agt. Farmers Eltr. Co.

Beach, N. D.—The Thorpe Eltr. Co. has given me charge of its eltr. here, succeeding J. E. Blair, who goes to the R. Smith Grain Co. of this place. C. E. Alford takes my place at Hensel.—W. W. Whipple.

Deering, N. D.—On a charge of embezzlement by the sec'y of the Farmers Eltr. Co., of Deering, F. J. Trotter of Bismarck, has been arrested. The embezzlements are alleged to have taken place while Trotter was acting as agent for the company several months ago.

Lehigh, N. D.—The Consolidated Coal Co. has begun work on its 40,000 grain eltr. at Lehigh, which is to be completed within thirty days. The eltr. will be operated by electric power furnished from the coal company's plant. T. E. Lahart has the contract. The same company is also considering the erection of an eltr. at Scranton.

Fargo, N. D.—Two men were recently arrested here for stealing grain from a car. They broke open the car and took over \$6 worth of wheat for the purpose of feeding their chickens. They are held under bond awaiting trial.

Stiles, N. D.—Winifred, the 3-year-old daughter of Mr. and Mrs. John Munson, while playing in the eltr. of the St. Anthony & Dakota Eltr. Co., where her father is employed as agent, fell into an open hopper and slid down into the eltr. boot with her legs against the cups which caught her limbs, tearing off strips of flesh from the bones. Her agonized cries brot her father to the rescue and she was immediately taken to the hospital. The flesh was torn away so that the ankle joint was opened, which may cause the ankle to be stiff. However, there is every hope that she will recover.

OHIO.

Swanton, O.—We are increasing our buckwheat mill to nearly double capacity.—The Pilliod Mfg. Co.

Fletcher, O.—The Fletcher Grain Co., which is building an eltr. here, had trouble in securing a spur track.

Vanwert, O.—E. C. Fisher of Cavett, O., is building an eltr. The S. S. Constant Co. furnished the equipment.

Wapakoneta, O.—Sheets & Paul have bot the eltr. of Taylor & Marx. Ed. Schaefer is mgr.—G. A. Ruck, mgr. Home Mfg. Co.

Cincinnati, O.—This city is holding the "Ohio Valley Exposition" from Aug. 29 to Sept. 24, to celebrate progress in Ohio River navigation.

Ridgeton, O.—Sneath & Cunningham have purchased the eltr. of the Valparaiso Grain & Eltr. Co. here. It will be operated by Miller & Fike.

Findlay, O.—We expect to complete our new eltr. by Oct. 15. It will have a capacity of 100,000 bus.—T. Z. Linger, sup't Ohio Hay & Grain Co.

Shelby, O.—Douglas & Treach's eltr. will be equipped with the Constant Man-lift and a B. S. C. Chain Drag. The Reliance Const. Co. has the contract.

Kirkwood, O.—Adlard & Persinger Grain Co. is installing steam power in its eltr., displacing gasoline to burn cobs.—J. W. Allinger, Miami Valley Grain Co., Sidney, O.

Cincinnati, O.—Robert R. Wilson, as receiver of the Brighton Hay & Grain Co., has made report to the insolvency court that the liabilities were \$6,270 with assets of only \$2,543. No record of the liabilities had been kept by the firm.

Washington, C. H., O.—Colonel John Dallas Stuckey, a member of former Governor Foraker's staff and for many years a grain dealer at Washington C. H., died Aug. 21 at his home in Madisonville. Death was due to heart trouble.

Cincinnati, O.—About 200 members of the Cincinnati Grain Dealers Ass'n attended its annual outing at Coney Island Aug. 20. Addresses were made by Pres. W. W. Granger, Al Gowling, August Ferger, L. B. Daniel, Pliny Gale and George Keller.

Napoleon, O.—M. M. Hyman, formerly of Montpelier, Harry Hirsch and Emiel Levy, of Archbold, have purchased the eltrs. of the Travis-Emmick Co. at Napoleon, Prentiss and Gallup, and will operate them under the name of The Hyman Grain Co., of Napoleon.—Henry Hirsch.

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Cincinnati, O.—Members who have been recently elected to the Chamber of Commerce are J. W. Rodgers of Kyle & Rodgers, Monroe, O.; Paul Van Leuven of Paul Van Leuven & Son, and Wm. A. Van Horn of Van Horn & Bateyman, Lawrenceburg, Ind.—C. B. Murray, sup't Chamber of Commerce.

Wooster, O.—In press bulletin 317 the Ohio Exp. Sta. urges farmers to sow wheat a little late this fall, a week or 10 days later than usual, to escape the Hessian fly. The normal date for sowing in northern Ohio is from the 15th to the 22nd of Sept., for central Ohio a week or ten days later, and for southern Ohio the last few days in September, or a little better, during the first two weeks of October.

Cincinnati, O.—The Grain & Hay Dealers Ass'n was represented by a float in the industrial parade held here on Aug. 29. It was simple, yet very effective, being in the form of a huge canopy supported by a single central pillar, which proved to be constructed entirely of cornstalks, wheat, oats and other grain. Sheaves of wheat decorated the sides of the float and bags of feed, bales of hay and other commodities were displayed. Four girls dressed in rural costume added much to the attraction of the float.

Columbus, O.—The Ohio Shippers' Ass'n has reopened the demurrage fight by filing complaint with the state railroad commission, asking for 72 hours free time limit on cars of more than 66,000 lbs., alleging that the 48-hour limit is unreasonable. In 1906 the carriers won in the common pleas and circuit courts in the fight over the car service rules. The complaint in the present case attacks the existence of two sets of demurrage rules, one fixed by the commission, and the other by the railroads, and contends that these should be superseded by one code drawn up by the railroad commission.

Cincinnati, O.—Receipts of grain at Cincinnati during August were: Wheat, 456,234 bus.; corn, 781,516 bus.; oats, 1,016,885 bus.; barley, 1,000 bus.; rye, 47,407 bus.; compared with August, 1909: Wheat, 686,540 bus.; corn, 473,566 bus.; oats, 1,140,494 bus.; barley, 4,100 bus.; rye, 35,246 bus. Shipments during August were: Wheat, 373,008 bus.; corn, 610,762 bus.; oats, 655,654 bus.; barley, 60 bus.; rye, 15,586 bus.; as compared with August, 1909: Wheat, 556,246 bus.; corn, 287,030 bus.; oats, 1,107,132 bus.; barley, none; rye, 21,082 bus.—C. B. Murray, sup't Chamber of Commerce.

Cincinnati, O.—There is much suppressed excitement in the wholesale grain and hay trade over impending development in the Official Weighing and Inspection Bureau of the Chamber of Commerce. It is said that an investigation is to be made of that bureau by the Weighing Committee of the Chamber. It is known that within the past two weeks the Weighing Committee rejected four official certificates of weight, for car-load lots, made by official weighers. These rejections were made because of the discovery of large shortages. One of these is said to have run up to 1,600 pounds. Under the present system in use by the Bureau, official weighers are practically employees of the warehouses, altho the salaries are paid directly by the Weighing Bureau. The warehouses in turn pay the salaries into the treasury of the Bureau. By this arrangement the warehouses have the services of the weighers, when not busy in their official

capacity, in doing other labor about the warehouses. This arrangement has long been a snag, preventing harmony in the trade between the warehouse interests and the commission handlers of hay and grain.—*Enquirer*.

TOLEDO LETTER.

The steamer F. H. Prince brought in 64,000 bushels of wheat from Duluth the first of last week.

Toledo, O.—J. F. Zahm & Co. gave notice to shippers Sept. 6, "Don't consign us any grain just now, as eltrs. are crowded and there is grain on track. We will notify when to resume shipments."

Toledo, O.—The many friends of A. Mennel, president of the Isaac Harter Mfg. Co., of Toledo, will be grieved to learn of the death of his wife on Aug. 16, which followed an operation for appendicitis.

Toledo, O.—The railroads have given notice that inspection of grain and seeds will not be permitted unless permission is endorsed on the B/L or given in writing by the shipper. This is to conform to the new order uniform B/L.

Grain receipts continue burdensome in Toledo, tho the run is on the ebb. A. W. Boardman of the East Side Iron Eltr. Co., says that local elevators are swamped and that railways, including the C. H. & D. are having trouble in handling the business. But conditions are not so bad as they were two weeks ago when grain, in many instances, had to remain in the cars for lack of storage room. If it occurs again after the farmers are thru with their fall plowing, the local eltrs. will be unable to handle the business.

Toledo, O.—The receipts of grain at Toledo for the month of August, 1910, were: Wheat, 1,894,000 bus.; corn, 263,250 bus.; oats, 1,623,750 bus.; rye, 18,000 bus.; against wheat, 1,176,000 bus.; corn, 248,300 bus.; oats, 1,299,800 bus.; rye, 53,500 bus. during the corresponding month of 1909. The shipments during the month of August, 1910, were: Wheat, 169,600 bus.; corn, 81,000 bus.; oats, 997,400 bus.; rye, 7,200 bus.; against wheat, 154,100 bus.; corn, 86,300 bus.; oats, 628,600 bus.; rye, 28,100 bus. during the corresponding month of 1909.

Toledo is indulging in some foreign shipments this year. The Paddock-Hodge Co., has sold about 160,000 bushels of wheat for export. The destination of the shipment is Liverpool, by way of Montreal, Canada. The steamer A. E. Ames of Montreal, which has been in dry dock at Detroit for some time past, cleared the first of last week with 55,800 bushels of the shipment. The remainder cleared several days later. This is the first sale of the season, and is a reminder of the old days when Toledo was one of the great wheat marts of the United States. In the last two years the markets have been too far out to permit of export trade. All told, only 19,000 bushels of wheat was shipped from Toledo last year to a foreign port, and of that, 16,000 bushels went in one cargo.—O. C. C.

OKLAHOMA.

Perry, Okla.—I am out of the grain trade.—Geo. A. Masters.

Tulsa, Okla.—The eltr. of the Midland Eltr. Co. was recently burned.

El Reno, Okla.—The Farmers Union Co-operative Mill & Eltr. Co. has bot a Western Gyrating Cleaner and a Western Warehouse Sheller.

Buffalo, Okla.—We have just completed grain bins with a capacity of 10,000 bu.—Wallingford Bros., Ashland, Kan.

Guthrie, Okla.—Legal bushel weights for farm products have again been established by the Oklahoma legislature. Corn in shuck is placed at 72 lbs. and unshelled corn at 70 lbs.

Oklahoma City, Okla.—The J. H. Pruitt Grain Co. is said to have quit business. This concern was under the management of John W. Dickson, who was formerly in business at Hobart.

Oklahoma City, Okla.—The Southwestern Stock Food Co. has increased its capital stock to \$100,000; the directors are W. H. Furse, T. Woods, E. V. Robnett, J. E. Lucas and J. F. Moore.

Kaw, Okla.—J. W. Dean will again take charge of the Stevens Scott Grain Co.'s eltr., which has lately been equipped with a new 18-hp. gas engine, Richardson Automatic Hopper Scales, new belting, a new 700-bu. sheller and a coat of paint.—F. B. DeForest, Peabody, Kan.

New members of the Oklahoma Grain Dealers Ass'n are W. H. Coyle Consolidated Co.'s, Guthrie, Okla.; Lorenz & Geis, Cordell, Okla.; Ingle Bros., Shattuck, Okla.; Blanchard Grain & Gin Co., Blanchard, Okla.; Eddy Eltr. & Supply Co., Eddy, Okla.; Stout & Son, Butler, Okla.

H. M. Cottrell, agricultural commissioner of the Rock Island Railroad, has issued a circular letter to wheat growers urging the sowing of pure turkey red wheat, showing that the mongrel wheat sown last year has caused a loss of \$3,000,000 to the farmers and grain dealers of the state in the discounting of the mixture on the northern markets. The pure seed yields more per acre and commands several cents more per bushel.

Oklahoma City, Okla.—To promote the pure seed wheat campaign in which the railroads and the state board of agriculture are assisting, the Oklahoma Grain Dealers Ass'n is preparing to have the eltrs. and mills at each station find out just how much new seed can be used, the Ass'n intending to furnish the seed not only at actual cost but in exchange for this season's Oklahoma grown wheat, considering the actual difference between the price of wheat at local stations and the value of wheat shipped in. Requests are being received daily by C. F. Prouty, sec'y of the Oklahoma Grain Dealers Ass'n as to the location of good seed wheat within the state, and dealers having wheat suitable for seed are requested to notify Mr. Prouty at this city of the points where the seed is located, and they will be placed in communication with those who wish to procure the seed.

Oklahoma City, Okla.—The Rock Island Railroad has furnished free a special train of 5 cars in which the Oklahoma Agricultural College is holding farmers institute meetings to promote the growing of better wheat. Lectures have been given every day since Sept. 5 and will close at this city Sept. 15. The stops to be made Sept. 14 are: Addington, 9 a. m.; Comanche, 9:45 a. m.; Duncan, 10:30 a. m.; Marlow, 11:20 a. m.; Rush Springs, 12 noon; Ninnekah, 1 p. m.; Chickasha, 1:45 p. m.; Verden, 2:35 p. m.; Gracemont, 3:35 p. m.; Binger, 4:20 p. m.; Lookeba, 5 p. m.; Hinton, 5:45 p. m. On Sept. 15 stops will be made at Union City, 9 a. m.; Minco, 9:40 a. m.; Pocasset, 10:25 a. m.; Ban-

ner, 12:30 p. m.; Yukon, 1:15 p. m.; Council, 2 p. m.; Oklahoma City, 2:50 p. m. Dealers at all points where the special stops should urge their farmer friends to be on hand for the lectures.

OREGON.

Falls City, Ore.—J. O. Chamberlain has bot G. D. Treat's interest in G. D. Treat & Co.'s grain hardware and grain business.

Portland, Ore.—Portland grain may be routed by way of Tacoma, Wash., unless grainhandlers decide to work for their old rate, instead of holding out for 40 cents per hour with 60 cents per hour for overtime. Grain dealers claim that transportation is as cheap to Tacoma and cost of handling is much less.

Milton, Ore.—A hot box in the machinery of the Peacock Mills Co. caused a fire Aug. 27, which resulted in a loss of \$150,000 to the milling company and to the Farmers Warehouse Co., which adjoins it. The mill was valued at \$75,000 and insured for about \$30,000. The loss of the grain in the warehouse is not known as a great part of the grain was only recently stored. It is believed that the loss will be heavy.

PENNSYLVANIA.

Muncy, Pa.—We have installed a 100 h. p. steam engine.—W. J. Finkle, of The Ring Mfg. Co.

PHILADELPHIA LETTER.

A direct steamship line between this port and Panama has been inaugurated, and a new line of boats to trade from this city to Genoa and the Italian coast.

James Hancock, Jr., son of James Hancock, former president of the Commercial Exchange and present head of the Hancock Grain Co., died suddenly Aug. 19 at Glen Summit.

The department of grain inspection ended the year with a net deficit of \$2,905.53, which more than wiped out the surplus of the profitable year preceding. The high prices which resulted in a greatly diminished exportation, caused the shortage.

The receipts for this city during August were: Wheat, 1,151,765 bus.; corn, 89,822 bus.; oats, 805,824 bus.; against August, 1909, receipts of wheat, 788,115 bus.; corn, 77,166 bus.; oats, 544,032 bus. Wheat receipts increased 1,456,153 bus. for the past eight months, over the same period of the year previous; oats, 684,450 bus. and wheat exports were 783,841 bus. greater.—S. R. E.

PITTSBURG LETTER.

Retailers seem to be buying more freely this month and are evidently beginning to stock up for this winter.—Hardman & Heck.

More corn is wanted than oats at present, and buyers seem to be holding off for lower prices on the latter.—C. A. Foster.

Pittsburg, Pa.—The Pittsburg market is in good shape to handle all business which comes to it.—D. V. Heck, of Hardman & Heck.

Pittsburg, Pa.—Good hay is scarce. It seems that the first deliveries of new hay run good, then poor for a time and good again in the spring.—W. S. Floyd.

The wholesale grain, feed and hay men of Pittsburg have lost thousands of dollars during the past few months, because of the miners' strikes in the Pittsburg district.

Shippers have to coax their buyers all the time, thus making it hard to get desirable prices, and making it impossible to force collections as they can do when business is brisk.—Geidel & Dickson.

W. C. Hodill, of B. McCracken & Sons, who is now president of the Grain & Flour Exchange, is getting some reforms shaped up which will likely be put in force within the next few weeks. One of these will result in quite a change of the by-laws of the Exchange.

The new rule adopted by the Pittsburgh Exchange and effective Aug. 15, reads as follows: "Grain inspector is instructed to grade all so-called 'purified' oats, no established grade, sulphured. Pittsburgh has received hundreds of cars of sulphured oats during the past two years, and many dealers are eager to take them in preference to ordinary oats. The new rule is proving very satisfactory."

General conditions seem to point to a better trade this fall, and were it not for serious industrial disturbances that continue to harass the western Pennsylvania and Ohio market, there would be little doubt but that a pretty good season of buying would wind up this year. Wholesalers here are preparing to handle a large amount of grain and hay, and dealings on the Exchange will probably increase quite rapidly from this time forward.

SOUTH DAKOTA.

Langford, S. D.—Wm. Roberts has bot A. Owen's eltr.

Alpena, S. D.—The Alpena Farmers Eltr. Co. is making extensive improvements.

Thomas, S. D.—I am now located here for McBath & Selmer.—R. A. Ziebarth.

Utica, S. D.—J. J. Smith has succeeded Fishbeck & Smith at this place.—Ed. Koenig, agt.

Elkton, S. D.—Geo. E. Hoch has bot the eltr. of the Western Eltr. Co. and has been buying grain.

Grover, S. D.—Mr. Crisman is now agt. for the Northwestern Eltr. Co., at this place.—R. A. Ziebarth.

Brandon, S. D.—M. T. Shepardson Co., of Sioux City, Ia., has bot C. Friederich's eltrs. at Brandon and Jefferson.

Colton, S. D.—E. C. Morrill has been getting the Schmidt eltr. in shape to operate for W. L. Thompson of Madison.

Ravinia, S. D.—The Milwaukee will grant a site for a Farmers Eltr. at this place, and will establish a station there.

Twin Brooks, S. D.—The eltr. of the Reliance Eltr. Co. burned Aug. 22, with about 7,000 bus. of grain. It will be rebuilt at once.

Flandreau, S. D.—The Bennett Grain Co. has recently acquired from the W. W. Cargill Co. five eltrs. located along the Milwaukee.

Bridgewater, S. D.—I am now representing the Shanard Eltr. Co. of this place. I recently went to Canada, intending to homestead, but returned.—W. H. Borman.

Spencer, S. D.—Stoltzenberg & Ryan, of this place, have bot the eltr. of Chas. Schievelbein. Tom Taylor, formerly mgr. of the Farmers Eltr. Co.'s eltr., will buy for the new firm.—Hoese & Lueth Gr. Co.

Pierre, S. D.—The state railroad commission has granted licenses to 987 grain warehouses to transact business in the state this year. Of these, 387 have been bonded as storage houses. Other applications are coming in constantly.

Agar, Gettysburg p. o., S. D.—The Farmers Eltr. Co. has let the contract to the L. Buege Co. for the construction of a 30,000-bu. eltr. and a coal shed 20x72 ft. This company was organized only recently. H. A. Brooking is pres., Nels P. Anderson, vice-pres., G. R. Sutton, treas., Chas. L. Johnson, sec'y, and Carl Mundt, N. E. Cass, Alex. Brehe and D. E. Riling, directors.

SOUTHEAST.

Albright, W. Va.—The Bruceton Mfg. Co. is installing a Sprout, Waldron buckwheat gravel separator.

Gainesville, Ga.—S. W. Davidson, a prominent grain dealer of this city, died in Atlanta, Ga., recently at the age of 47 years.

Birmingham, Ala.—The Iron City Grain Co.'s plant was damaged to the extent of \$2,500 by fire on Aug. 18. The building was only slightly damaged, the loss being confined principally to the contents. The fire is thought to have been caused by rats.

TENNESSEE.

MEMPHIS LETTER.

L. P. Cook has succeeded Hartfield & Cook.

The McCord, Crockett & Kolp Co. has discontinued business.

The Samuel Grain Co. will remove to the eltr. and warehouse of Samuel & Co. on the N. & C. tracks.

The name of the J. B. Edgar Grain Co. has been changed to the Edgar-Morgan Co. Mr. Morgan has been interested in the firm since first organized.

It is now believed that the magnificent structure which will together house the Merchants Exchange and the Cotton Exchange will be completed and ready for occupancy by Jan. 1, 1911. The building is located upon the site of the old Exchange and is 70x150 ft. and 19 stories high. It will be equipped with 7 express passenger elevators and will be one of the largest and best buildings in this part of the country. The trading floor will be located on the second floor. Almost all of the other space has been leased to grain and hay firms and for railroads, etc.

NASHVILLE LETTER.

M. J. Dalton, formerly with the N. C. & St. L. Ry., will enter the grain business with J. R. Hale & Sons.

Tom Newbill, formerly with C. E. Rose & Co., will enter the grain and feed business on his own account.

Another new grain firm here is the City Grain & Feed Co. The members of the firm are H. J. Connor, president; D. E. Power, vice-president; W. R. Crowe, secretary and treasurer. The firm opened for business Sept. 1 and will deal in grain and feed stuffs. All are young men and experienced in the grain business.

Representatives of fifteen mills in the Southeastern Millers Ass'n met here last week to formulate some plan by which the present differences between the millers, railroads and grain men might be amicably settled. The "milling in transit" ruling of the Interstate Commerce Commission was discussed at length and a report adopted and forwarded to the Commission.

The GRAIN DEALERS JOURNAL.

The grain dealers of Nashville are considerably interested in the case which will come on for hearing before the Interstate Commerce Commission September 27 when decision will be reached by the Commission as to whether the practice of reshipping shall be continued at Nashville. Complaint was lodged by dealers in Atlanta and Macon claiming that such practice is discriminatory and asking that if it be continued at Nashville that they be allowed the same advantage.

The Just Milling & Eltr. Co. is a new concern recently established and now running in full blast here. The concern will make a specialty of dairy, horse and poultry mixed feeds. An extensive plant has been erected with a capacity of 40,000 and represents an expenditure of about \$100,000. The building is a substantial one 104 by 104 feet and the mill and eltr. together is seven stories in height. It is fitted from top to bottom with the most improved machinery and the plant can mix daily about two hundred tons of feed. The plant is equipped with automatic scales and cleaning machinery. The chief promoter in the new concern is Harry H. Hughes of the Hughes Warehouse & Eltr. Co.

TEXAS.

Dallas, Tex.—J. H. Niendorff & Co. have retired from the grain business.

Rosenberg, Tex.—The Rosenberg Mill & Elevator Co. has joined the Texas Grain Dealers Ass'n.

Sherman, Tex.—The G. B. R. Smith Mfg. Co. has been elected to membership in the Texas Grain Dealers Ass'n.

Tahoka, Tex.—The Tahoka Grain & Coal Co., incorporated; capital stock, \$1,000; incorporators: L. S. Mast, W. R. Moore and James R. Robinson.

San Antonio, Tex.—Fire on the night of Aug. 22, destroyed 30,000 bus. of oats valued at \$18,000 in the warehouse of the Paul Bean Grain Co., and caused a loss on the building, owned by the Pruitt Commission Co., of \$6,000; insurance, \$4,000.

Ft. Worth, Tex.—T. M. Sleeper of Waxahachie, has been elected a member of the arbitration committee of the Texas Grain Dealers Ass'n in the place of D. M. King, resigned. Mr. King, who was formerly at Brownwood, has accepted the management of the Higgins Mill & Eltr. Co., at Higgins, and resigned from the committee because of the great distance from Ft. Worth.—C. J. Gibbs, sec'y Texas Grain Dealers Ass'n.

Austin, Tex.—The railroad commission ordered on Aug. 25, that commodity tariff No. 2-B issued by the commission, be amended to read hereafter as follows: "(C) When a shipment of shelled or thrashed corn, milo maize or kafir corn, or the products of such grain is tendered, which is a reshipment of such grain that came into the transit station in the ear or head, and the original B/L and paid freight bill have been surrendered for the purpose of reshipping, it will be proper to reduce the weight of the in-shipment 20 per cent, freight charges accordingly, on the ear*corn, milo maize or kafir corn. This reduction is an allowance for cobs and waste, but must not decrease the weight of the in-shipment below the established minimums except where the original car was loaded to full capacity, in which case a reduction of 20 per cent will be allowed irrespective of minimum." Effective Sept. 15.

Fort Worth, Tex.—The Bewley Bldg. has been much improved by the addition of two more stories, and has been renamed the Exchange Bldg. The Grain & Cotton Exchange has been moved to the third floor.

Fort Worth, Tex.—Kent Barber, local agent of the Home Grain Co., of Minnesota, filed a petition here Aug. 26, against the Medlin Mfg. Co. of this city asking that a receiver be appointed, and claiming damages alleged to have been sustained as the result of breach of contract. The Medlin Company is charged with failing to keep a contract to furnish 5,000 bus. of wheat at a stipulated price of 82c, causing a loss to the grain company of \$1,150.

UTAH.

Salt Lake City, Utah.—We have succeeded the Utah Grain & Eltr. Co.—The W. O. Kay Eltr. Co.

WASHINGTON.

Seattle, Wash.—Peirano & Sons have engaged in the grain business.

Espanola, Wash.—Two warehouses of the Seattle Grain Co. burned recently with 2,500 bus. of wheat.

Mansfield, Wash.—The Hammond Mfg. Co. has completed a large warehouse and eltr. here. It will also erect another at Winthrop.

Waterville, Wash.—The Columbia Gr. Co. will not build a warehouse here, the Waterville Mfg. Co. handling it instead.

WISCONSIN.

Clinton, Wis.—The Western Eltr. Co. has transferred its property to the Milwaukee Eltr. Co.

Cochrane, Wis.—R. E. Jones, of R. E. Jones & Co., of Wabasha, Minn., has leased the eltr. of the Farmers Eltr. Co. here.

Superior, Wis.—F. Schwedler, prominent in the local grain trade, has accepted a position with the Minneapolis Malting Co., and is traveling thru the Dakotas as buyer.

MILWAUKEE LETTER.

Receipts of grain at Milwaukee during August were: Wheat, 1,493,860 bus.; corn, 584,210 bus.; oats, 1,424,400 bus.; barley, 566,800 bus.; rye, 67,500 bus.; compared with receipts of August, 1909: Wheat, 828,300 bus.; corn, 353,900 bus.; oats, 541,500 bus.; barley, 494,000 bus.; rye, 55,000 bus. Shipments during August were: Wheat, 620,136 bus.; corn, 326,618 bus.; oats, 735,350 bus.; barley, 110,208 bus.; rye, 17,600 bus., as compared with 416,807 bus. wheat; 299,529 bus. corn; 146,620 bus. oats; 69,300 bus. barley, and 8,000 bus. of rye shipped during August, 1909.—H. A. Plumb, sec'y Chamber of Commerce.

T. A. Bryant, who has been with Berger-Crittenden for the past two years, and also a special representative of the Updike Commission Co., has resigned his position to accept one as traveling representative of Johnstone & Templeton in Iowa, Minnesota and the Dakotas. Mr. Bryant has a wide experience in the western grain trade, and possesses a valuable acquaintance.

Members who were admitted to membership in the Chamber of Commerce during the month of August are: Kurt R. Froedtert, Milwaukee; Geo. D. Weschler, Milwaukee; David A. Colbert, Chicago; Martin Stephenson, Brownsdale, Minn.; H. E. Sorensen, Chippewa Falls, Wis.; Chas. C. Flanley, Sioux City, Ia.; and C. E. Mershon, Duluth, Minn. Those transferred were: C. E. Hooper, J. A. Grisdale and M. P. Schmitt.—H. A. Plumb, sec'y Chamber of Commerce.

Russia Adopting American Farm Methods.

For many years American-made harvesting machines have been familiar sights in the grain-growing districts of the Muscovite Empire. In later years manure spreaders, cream separators and tillage implements were adopted by the owners of the large farms.

Word has just been received at the Chicago office of the International Harvester Co. of America that the first American-made gasoline tractor has been sold in Russia. The sale was made to Prince A. Lieven, who owns large estates in Meshothen, by the McCormick general agent at Riga, in southeastern Russia.

It is said that this prince is most progressive in his farming, and owns and operates on his estate practically all the implements and machines which could be found on an up-to-date modern American farm. In the engraving herewith is shown the prince's new gasoline traction engine, drawing a gang of plows.

The adoption of the American tractor methods of farming is of particular interest, owing to the fact that last year Russia, whose population uses rye almost entirely for their own bread, jumped ahead of America in the production of its wheat crop. The use of mechanical power on farms of the Canadian Northwest is doubling and trebling the grain output of those regions, and it looks as if the results would be the same in bringing under cultivation wide untilled areas in the Russian Empire.

The report of the Department of Agriculture indicates a hay crop of 60,000,000 tons, 5,000,000 tons less than that of last year. The decrease in the crop in the Northwest and the Rocky Mountain district was partially offset by an increase in the eastern and middle states and in the South.



Gasoline Traction Engine Operating on a Russian Estate.

Regular Storage at the Terminal Markets.

To hold a large volume of transactions in the future delivery of grain it is considered absolutely necessary for a market to have a large storage capacity, that those who sell for future delivery may find a place to warehouse the commodity they expect to deliver.

Markets lacking in storage capacity are subject to small corners, and speculators once squeezed in this manner are slow to enter the same market, fearing to be caught in a trap, as with a limited storage capacity prices may be manipulated without regard to natural conditions or the price of the spot cash grain.

Minneapolis is the leader in storage capacity, having 22 elevators regular under the rules of the Chamber of Commerce. The total capacity of the 47 elevators is reported by E. S. Hughes, assistant sec'y, as 40,905,000 bus.

Duluth follows close with 14 elevators of 24,650,000 bus. capacity, whose certificates are deliverable on contracts. The operators of none of the Duluth elevators choose to be public, whereas Minneapolis has 23 public houses, under the state law. Elevators on the Superior, Wis., side of the bay are included, as their certificates are a good delivery on contract for futures. The total storage is reported by Chas. F. Macdonald, sec'y of the Duluth Board of Trade, as 31,850,000 bus. Duluth is the leading market for flaxseed futures, having ample warehouse capacity as the foundation.

Buffalo has 20 elevators of 18,000,000 bus. capacity that are regular under the rules of the Corn Exchange, and an additional capacity of 1,600,000 bus. While the quantity of grain passing thru the port is very large, the trades in future delivery are small.

Chicago, which had 17,100,000 bus. of regular storage on July 1 last year, had but 11,100,000 bus. July 1 this year. On Sept. 1 last year an addition of 1,000,000 bus. was made, and a similar addition this year. The ranking fourth in regular houses, Chicago has an immense capacity in 65 private elevators with storage for 39,945,000 bus. The custodian department, soon to be established by the Board of Trade, will throw around these private elevators practically the same safeguards surrounding the elevators made public by law, so that certificates if issued by them would be accepted by bankers as collateral on the same basis as the warehouse receipts of public elevators tendered in delivery on 'Change.

Milwaukee ranks well in regular elevator storage, having 12,950,000 bus. as the basis for its trade in futures. Of this capacity 12,100,000 bus. is at Chicago and 850,000 bus. at Milwaukee. It is on account of Milwaukee using the Chicago receipts that the Chicago Board made a rule against its members trading on the Milwaukee Chamber. Private storage brings the Milwaukee total up to 15,170,000 bus.

New York's regular storage is a variable quantity, grain stored in boats of the D. L. & W. R. R. and L. V. R. R., which have no elevators, being deliverable, in addition to the 6 elevators which are public and regular and have 9,550,000 bus. capacity, as reported by G. H. K. White, inspector in chief. The storage in private and public elevators is 13,005,000 bus.

St. Louis began this crop year with 6 regular elevators of 6,000,000 bus. capacity, private houses making its total 11,552,000 bus., as reported by Geo. H.

Morgan, sec'y of the Merchants Exchange.

Kansas City also has 6 regular elevators, their capacity being 2,970,000, the storage in private elevators making a total of 11,000,000 bus., as reported by E. D. Bigelow, sec'y of the Kansas City Board of Trade.

Agricultural Information Bureau.

Whosoever wants to know may ask and receive the freshest and most accurate information thru the I H C Service Bureau, recently established by the International Harvester Co. of America.

Not only is the bureau designed to assist the farmer in a solution of his many and varied problems, by answering directly questions regarding soils, fertilizers, rotation of crops, climatic conditions, irrigation, etc., but the aim is to give assistance to students of agriculture, to the agricultural, trade, and general press, and to carry on a wide and popular campaign of education.

To do this experts have been engaged —men who have made a study of agriculture, fruit raising, dairying, animal husbandry, etc. They will co-operate with the United States Department of Agriculture, the government experiment stations, and the agricultural colleges, and in addition will devote time to study and research along independent lines, thus making the bureau a center for the latest and most scientific information on any subject that directly or indirectly relates to agriculture.

Editors, teachers, farmers, and others will find the bureau ready and willing to answer any and all questions promptly and without charge.

New Elevator at Appleton City, Mo.

Grain shippers in Missouri are not so well equipped with machinery as their brothers in some states farther north. The more enterprising dealers in the state, however, are erecting up-to-date elevators in order to receive all grain when offered, and to put their shipments in the best condition for market. Those who have done so are well pleased with the increased convenience and profits resulting.

At Appleton City, Mo., W. D. Schmitt has completed the new elevator shown in the engraving herewith. It is of stud construction, 30x34 ft. and has a cupola 14x30 ft., the bins being 32 ft. deep, and the cupola 24 ft. high. Four of the 8 bins are 28 ft. deep, and all are hopper bottomed. The equipment includes 2 dumps, one No. 6 overblast Western Sheller, one corn cleaner, a 6-bu. Richardson Automatic Scale, and a 25-h.p. Foos Gasoline Engine.

Linseed oil, which a few years ago sold within a range of 39 to 48c, has climbed this year from 70c to \$1 per gallon. In view of the high price of flaxseed and the small crop reported by the government present high prices for oil seem warranted; but bad as the government crop reports are, the figures on flaxseed are notoriously unreliable. With flaxseed at \$2.50 per bu. and oats at 30 cents the economics of these crops must be sadly out of joint. Is the popularity of the automobile cutting the demand for oats and consuming the linseed oil in artificial rubber for auto tires?



Grain Elevator of W. D. Schmitt at Appleton City, Mo.

Supreme Court Decisions

Negligence of Telegraf Co.—Where a telegraf company fails to transmit a message correctly, the proof of that fact is *prima facie* evidence of the company's negligence.—*Strong v. Western Union Telegraf Co.* Supreme Court of Idaho. 109 Pac. 910.

Acceptance by Wire.—Where there was a custom for the seller to notify the buyer by wire of acceptance of orders made by wire, a delay of four days was unreasonable, and justified the buyer in canceling the order.—*Ferguson v. West Coast Shingle Co.* Supreme Court of Arkansas. 130 S. W. 527.

Wrongful Delivery by Cropper.—Where the cropper has wrongfully delivered a part of the crop to another than the owner thereof, such owner may maintain replevin therefor without demand, or tender of the cropper's agreed compensation.—*J. C. Robinson Seed Co. v. Hamilton*. Supreme Court of Nebraska. 127 N. W. 163.

Delivery on a Track Sale.—A contract to purchase hay on the track at a certain town should be considered the same as a contract to deliver it f. o. b. there, so that the place of shipment was the place of delivery.—*National Warehouse & Storage Co. v. Toomey*. Springfield Court of Appeals, Missouri. 129 S. W. 423.

Carrier's Free Time.—Under demurrage and delay rule No. 10 of the Railroad Commission, adopted June 8, 1904, allowing carriers a day's free time at division and transfer points, time not used at one point cannot be used at another.—*Keystone Lumber Yard v. Yazoo & M. V. R. Co.* Supreme Court of Mississippi. 53 South. 8.

Delivery f. o. b.—While title does not pass where the buyer rescinds before delivery, title passes where the goods are shipped f. o. b., tho the cars containing the goods are lost, the buyer having recanted a seasonable rescission by requesting the seller to trace the goods.—*St. Louis Hay & Grain Co. v. American Cast Iron Pipe Co.* Supreme Court of Alabama. 52 South. 904.

Delivery of Freight.—A carrier cannot be compelled to operate its engine on a private track belonging to a private corporation or individual over which the railroad has no control or supervision; but a delivery of a car load of freight to the consignee on its private track is a matter of agreement between the carrier and the consignee.—*Brooks Mfg. Co. v. Southern Ry. Co.* Supreme Court of North Carolina. 68 S. E. 243.

Notice of Loss.—The provision in a B/L requiring notice to any claim for damages to the delivering carrier within 30 hours of the time of arrival at destination is sufficiently complied with by notice, within the prescribed time, to the depot manager at the place of destination, to whom such complaints were customarily made.—*St. Louis & S. F. R. Co. v. Heyser*. Supreme Court of Arkansas. 130 S. W. 562.

Passing of Title.—G. sold a car of oats to B., terms cash on delivery, the weight to be ascertained and certified by the official weigher of the Cincinnati Chamber of Commerce, of which both were members. G. at the time of sale gave B. a delivery order on the carrier, in whose custody the car was, to deliver the car to B. or to B. or order. B. sold the oats to M. and transferred to him the delivery order. M. sold the oats to G. B., who surrendered the order to the carrier and ordered the car turned over to another carrier, which was done. M. on account of the sale to him paid B. \$400, and G. B. paid M. \$250. B. was insolvent, and G. replevied the car in the possession of the carrier who had received it for G. B. Held, that G. was not entitled to recover the car.—*Baltimore & O. S. W. Ry. Co. v. Good*. Supreme Court of Ohio. 92 N. E. 435.

Carrier Liable for Deterioration.—If the consignee of goods, refuses to accept them, the carrier must promptly notify the shipper of such fact; and if perishable goods are not delivered, but held by the carrier, claiming a lien thereon, until they deteriorate without notifying the shipper, the carrier will be liable for damages sustained by the shipper from the delay.—*Carrizo v. New York, S. & W. R. Co.* Supreme Court of New York. 123 N. Y. Supp. 173.

Liability of Carrier.—When a shipper renders the entire custody of his goods to a common carrier for immediate transportation, and the carrier so accepts them, the liability of the carrier as a practical insurer of the safe delivery of the goods at once attaches; but such liability does not attach until the goods are unconditionally surrendered by the shipper and accepted by the carrier.—*Burrowes v. Chicago, B. & Q. R. Co.* Supreme Court of Nebraska. 126 N. W. 1084.

Duty to Supply Cars.—A common carrier is under a legal duty to supply patrons with cars to promptly move such freight as may be expected, according to the usual volume of business offered for shipment, and if timely demands are made for cars, and the carrier fails to furnish them, without lawful excuse, he is answerable for the proximate damage sustained by the shipper.—*Cronan v. St. Louis & S. F. R. Co.* Springfield Court of Appeals, Missouri. 130 S. W. 437.

Damages for Negligent Transmission of Message.—A telegraf company which negligently transmitted a telegram directing sale of cotton is liable to the sender for damages naturally resulting from the negligence after the senders had used reasonable care in minimizing their loss; the difference between the price at which the cotton was sold on account of the mistake and the price at which the senders were able to repurchase being the fair and just measure of damages.—*Weld v. Postal Telegraf Cable Co.* Court of Appeals of New York. 92 N. E. 415.

Carriers by Water and Interstate Act.—Broadly speaking, *Elkins Act* Feb. 19, 1903, c. 708, 32 Stat. 847 (U. S. Comp. St. Supp. 1909, p. 1188), is not applicable to carriers by water, and such a carrier does not become subject to the act in respect to an interstate shipment in part over its line and in part over connecting railroad lines, unless, as provided in section 1 thereof, it was "under a common control, management or arrangement" with the railroad carriers for the continuous carriage of such shipment.—*Mutual Transit Co. v. United States*. U. S. Circuit Court of Appeals. 178 Fed. 664.

Owner of Building Liable for Bucket Shop.—Where on the trial of an indictment charging the accused as owner and occupier of a certain building, with having unlawfully and knowingly permitted to be kept therein a bucket shop, office, and place wherein he permitted the pretended buying and selling of stocks, grain, etc., on margins, the proof shows that the accused himself kept the place and personally conducted and carried on therein said unlawful business, there is no such variance between the allegations of the indictment and the facts proved as to warrant the court in directing a verdict for the defendant.—*State v. Murray*. Supreme Court of Ohio. 92 N. E. 467.

Failure to Furnish Cars.—An extraordinary increase of business, which could not have been anticipated by diligence, and which prevents a railroad from furnishing cars, is a good defense to an action for its failure to furnish the cars; and, where a carrier is reasonably equipped for ordinary conditions of business, the fact of an unusual and unexpected pressure of business will excuse the delay, provided the shipper is notified of the fact at the time of the shipment; but such fact is no excuse when the carrier, with full knowledge of it, accepts goods for transportation without informing the shipper of the true situation.—*Dillender v. St. Louis & S. F. R. Co.* Springfield Court of Appeals, Missouri. 130 S. W. 107.

Sale of Goods.—Where one person orally sells to another merchandise of greater value than \$50, with the understanding that it is to be a cash transaction, and the seller, in pursuance to the direction of the purchaser, weighs up the articles and puts them aside in a designated portion of his storeroom or warehouse, where they are to be turned over to the purchaser's drays, and the purchaser refuses to send for and pay for the articles, held, that there is no such acceptance and receipt of the merchandise as is contemplated by the seventh paragraph of the statute of frauds (Civ. Code 1895, Sec. 2633), and as to make the transaction enforceable under the statute.—*Blumenfeld v. Palmer Hardware Co.* Court of Appeals of Georgia. 68 S. E. 618.

State Jurisdiction under Hepburn Act.—Interstate Commerce Act (Act Feb. 4, 1887, c. 104, 24 Stat. 382 [U. S. Comp. St. 1901, p. 3159]) Secs. 8, 9, declaring a liability for damages which result where a common carrier shall do anything in the act prohibited or declared to be unlawful, or shall omit to do anything required in the act, and giving a remedy by complaint to the Interstate Commerce Commission, or by action in the federal courts, does not apply to the liability of an initial carrier under Interstate Commerce Act (Act Feb. 4, 1887, c. 104, 24 Stat. 386 [U. S. Comp. St. 1901, p. 3189]) Sec. 20, as amended by Hepburn Act (Act June 29, 1906, c. 2591, 34 Stat. 584 [U. S. Comp. St. Supp. 1909, p. 1163]), for injuries to property shipped while in the possession of a connecting carrier notwithstanding any provision in the contract of carriage to the contrary.—*St. Louis & S. F. R. Co. v. Heyser*. Supreme Court of Arkansas. 130 S. W. 562.

We can't afford to lose one number of the Grain Dealers Journal.—C. L. Wood & Co., Gibson City, Ill.

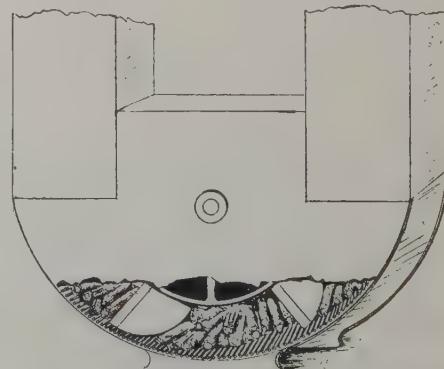
Separating Rat Dirt from Ear Corn.

Old corn that has been in crib a long time often is so mixed with rat offal as to be seriously damaged. It is almost impossible to remove the rat dirt after shelling and a bad mixture of the foreign matter spoils the sale.

A method of separating the rat dirt, which an Illinois elevator operator found very effective, is illustrated in the engraving herewith, showing the bottom of the elevator boot, the artist having cut away one side to show the ears as they are scraped along the bottom.

Remove 12 to 16 inches of the bottom of the ear corn elevator and put in $\frac{3}{8}$ -inch rods so that the shelled corn and rat dirt will fall thru and the ears be carried to the sheller. The section that has been removed can easily be put back when shelling corn that does not require screening.

Whenever a load of the damaged corn has sifted thru it can be taken up and put in a separate car or the farmer can use it for hog feed.



Screen in Boot to Separate Rat Dirt.

Grain Carriers

The first meeting of the Interstate Commission since its summer recess will be held Oct. 3.

A certified B/L will be adopted by the Rock Island lines for domestic and foreign consignments.

The Buffalo & Northern Oklahoma Railroad Co. has been organized to build a line east and west of Buffalo, Okla.

Cost of enlarging the Welland Canal is being estimated by the Canadian government to place the proposition before the next Parliament.

Portland, Ore., will open its grain shipping season briskly in October with a big supply of wheat at tidewater and a large fleet of available ships.

The 96-hour rule will be abolished by the Boston & Maine Oct. 1, after which time only 48 hours free time will be allowed for loading or unloading cars.

Commercial organizations in the large cities have petitioned the Interstate Commerce Commission for an investigation of express companies and express rates.

For mooring vessels beside of the Buffalo breakwater a new charge of $\frac{1}{2}$ of 1 per cent will be imposed, making it more expensive to hold grain in boats during the winter.

It is said the western roads will present a memorial to the Interstate Commission insisting that an increase in freight rates is necessary for them to avoid insolvency.

Government engineers have completed an inspection of all points on the Rock River between Janesville, Wis., and Sterling, Ill., and declare its improvement for navigation to be feasible.

Tracklaying has begun on the Temple Northwestern Ry. at Temple, Tex., and the entire line to Comanche, 100 miles, is expected to be open by Jan. 1. W. J. McDaniel, of Dallas, is general mgr.

The Iowa Railroad Commission has filed complaint with the Interstate Commerce Commission alleging that the freight rates charged from points east of the Illinois-Indiana state line to interior Iowa points are excessive and unjust.

The Franke Grain Co., of Milwaukee, has filed a claim with the Interstate Commerce Commission for reparation on three cars of corn shipped from Milwaukee to Madison, Wis., the charge by the C. M. & St. P. road having been unreasonable.

At the recent conference between shippers and railroad officials at Chicago the suggestions by the millers as to modifications of Rule 15 on substitution in transit were refused by the roads. The millers thereupon filed with the roads a statement of the facts in connection with milling in transit rules.

The Milwaukee Chamber of Commerce filed complaint with the Interstate Commerce Commission Sept. 3, alleging there is no thru grain rate to New York and Boston, altho Chicago dealers have the privilege of shipping from Chicago via Milwaukee on a thru rate east. The Chamber of Commerce asks that the roads be required to put in thru rates on grain from Milwaukee, giving the privilege of stop-over, and inspection, at Chicago.

An electric railway to haul freight is being built between Jacksonville, Ill., and Springfield.

Conforming with Rule 76 of the Interstate Commission the Missouri Pacific has filed its rules governing transit privileges on grain, seeds and hay, as Joint Circular 2-C, effective Sept. 24. The road tries to place the burden of compliance with the Commission's orders upon the shipper by the following clause: "The surrender of an expense bill with an outbound shipment is a declaration by the shipper that the shipment is entitled to transit privileges under administrative ruling No. 76 in Interstate Commerce Commission Tariff Circular No. 17-A, and this Circular."

The Interstate Commerce Commission holds that it has exclusive jurisdiction over claims for damages arising from the misrouting of freight. The statute of limitations embodied in section 16 of the act to regulate commerce, as amended, governs misrouting claims, and thereunder the Commission is without jurisdiction to take cognizance of claims presented more than two years after the delivery of shipments at destination. If a connecting line accepts a shipment at the junction point without routing instructions it will be held responsible for any excessive charges that may directly accrue from its error in forwarding the shipment to destination via any other than the cheapest available route.

Additions have been made to the number of firms engaged in the grain trade at Philadelphia who have a deep-seated conviction that the Keystone Elevator Co. is enjoying favors from the Pennsylvania Railroad Co. Among those who have applied to the Interstate Commerce Commission to have their suspicions confirmed or removed are S. C. Woolman & Co., Walter Street & Co., E. K. Lemont & Son, S. J. Clevenger and I. S. Stover, in addition to Scattergood & Co., who filed the original complaint with the Commission. Walter F. Hagar has filed a written answer to the complaint stating that "if by the averments it is meant to allege that any money or other thing of value was paid or given other than is provided for in the lease with the Pennsylvania Railroad, it is false and without the slightest foundation in fact."

Exports of Canadian Grain in Bond.

Canadian wheat in transit to foreign countries was received and shipped from American ports on the Atlantic seaboard during the year ended July 1, as follows: Baltimore, 1,801,294 bus.; Boston, 8,012,253; New York, 5,911,085; Philadelphia, 4,995,553; and Portland, Me., 6,409,286 bus.

A summary of the various grains that passed thru the above five ports in transit from Canada to foreign countries during the year ended July 1, 1910, shows the following totals: Barley, 1,030,248 bus.; Buckwheat, 683,884 bus.; oats, 676,875; rye, 62,953; and wheat, 27,129,471 bus., as reported by O. P. Austin, chief of the Bureau of Statistics.

Altho it is generally supposed that the wheat fields of the far west are of great size, according to the department of agriculture the average size is little over 100 acres, except in California, which averages 169 acres to the field. In North Dakota the average is 115 acres and in Washington 110 acres.

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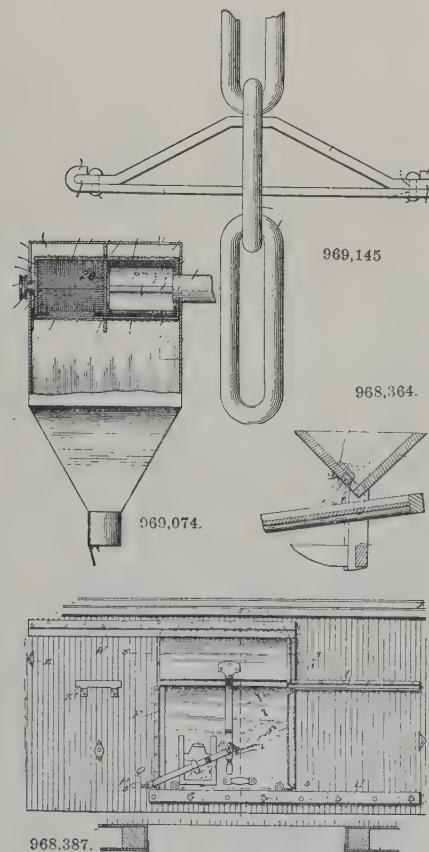
Malt House. No. 967,973. Wm. H. Prinz, Oak Park, Ill., assignor to Saladin Pneumatic Malting Construction Co., Chicago.

Conveyor Flight. No. 969,145. (See cut.) Thos. C. Morris, Little Rock, Ark. The flights comprise crossbars located between the side bars of a link, the ends of the bars being bent rearwardly to form sockets in which are seated the extreme ends of a brace member.

Grain Door. No. 968,387. (See cut.) Frank A. McComber, Marshalltown, Ia. The door slides between the wall and a track bar and to and from a keeper at one side of the door opening. The door has two flanges, one occupying a longitudinal groove in the wall and the other overlapping an undercut portion on the opposite side of the opening.

Dust Collector. No. 969,074. (See cut.) Orville M. Morse, Jackson, Mich. Within a casing is a rotatable cylinder having a coarse mesh wall and an inlet in one end. The space between the casing and cylinder is divided into upper and lower compartments, there being an air outlet from the upper compartment and a dust outlet opening to the lower compartment. Air delivery from the cylinder is in two paths and means are provided to jar the fabric of the cylinder.

Feed Regulator for Grain Separators. No. 968,364. (See cut.) Wm. W. Keran, Camargo, Ill. The feed hopper has downwardly converging side walls one of which is recessed in its lower edge to provide a discharge throat for the hopper, a reciprocating toothed bar in the recess having its toothed lower side bearing against the upper side of the oppositely inclined wall of the hopper, the bar forming a gate thru



the spaces between the teeth of which the grain must pass, a plate sliding on the bar varying the effective opening between the teeth.

Grain Sold by Sample Must Be Up to Sample.

Ely Bernays, New York, N. Y., plaintiff, vs. The Franke Grain Co., Milwaukee, Wis., defendant, before the arbitration committee of the Grain Dealers National Ass'n.

The contracts on which plaintiff bases his claim are covered by confirmations, which read as follows:—"New York City, Oct. 25, 1909—Sold to Ely Bernays, New York, N. Y., for account of Franke Grain Co., Milwaukee, Wis., Ten thousand bus. No. 2 durum wheat, Milwaukee official weights, to be equal to sample on arrival, at 93½c per bus. C. I. F., New York, for export, shipment immediate, Bill New York, Grad'd, for export, via N. Y. C. H. delivery, Payment by seller's demand draft on buyers, with documents attached as customary. Western official weights final. If contract not correct and accepted, advise immediately. Should any differences arise, same to be settled by the rules of New York Produce Exchange, unless otherwise agreed."

(Signed) L. A. MOREY CO.
A. F. Sherrien, Sec'y.

Another dated Oct. 26, for 5,000 bus., same price and terms.

Another dated Oct. 26, for 5,000 bus., at 93½c, same terms.

No evidence is presented to show that defendant on receipt of the several confirmations objected to any of their specifications. It is accordingly concluded that the confirmations recite the contracts correctly.

The contracts appear to have, in every way, been compiled with, excepting in one important feature—the question of quality. It is evident that the defendant sold to plaintiff Milwaukee No. 2 durum wheat, to be equal on arrival to a certain sample, which he had placed in the hands of his New York brokers to represent the quality of the Milwaukee No. 2 durum, which was being offered by him.

To fill the contracts in question, twenty-one one cars were shipped. Defendant shows by Milwaukee official certificates that fifteen of these cars inspected No. 2 durum with dockage one to two pounds, and no certificates are in evidence of the remaining six cars.

It appears that of these shipments, the first car arrived in New York Nov. 4, car No. 32055. On Nov. 5, plaintiff wrote defendant as follows:—"Yesterday car No. 32055 was reported as arrived and official sample handed me by inspector. The sample compared very unfavorably with the purchasing sample, the wheat being full of dirt and seeds and cockle and oats, and its weight between 2½ and 3 lbs. lighter than the sample on which I bought. I gave Mr. Morey part of the sample and after he had compared it with the sample that had been sealed he came to the same conclusion as I. I have stored this wheat, identity preserved, pending settlement later on when more cars will have arrived."

Under date of Nov. 6, defendant wrote to plaintiff as follows:—"We sold you this wheat as No. 2 durum, Milwaukee terms, sample showing the way the wheat runs. Of course if wheat is not up to sample on arrival we stand back of it. This is your understanding, and also ours, and this strengthens up everything."

On Nov. 8, plaintiff wrote defendant respecting arrival up to date of six cars, all of which were below seller's sample in quality. On Nov. 10, plaintiff wrote defendant as follows:—"With your wheat which is gradually arriving, I am proceeding on the lines which have been thoroly mapped out with Mr. Morey, your representative, and whilst I can assure you that there is not the slightest desire on my part to do you wrong, your interests at the same time are most carefully watched by your representative. Nothing is being done and no step taken in the matter of which he has not the fullest and completest knowledge."

According to custom on New York Produce Exchange, the original selling sample was at time of sale placed under seal and put into the custody of the International Elevating Co. On Nov. 11th, the Grain Committee compared quality of eight cars arrived with selling sample and decided that a discount of 1¼c per bushel was proper and rendered a written decision to that effect. Plaintiff's methods of procedure on the aforesaid eight cars appears to have had the sanction of defendant who had evidently authorized his bro-

kers, The L. A. Morey Co., to represent him in the adjustment.

Later thirteen cars, covering balance of shipments, arrived and all were claimed by plaintiff to be of quality inferior to sample on which the contracts were based.

The same line of procedure was followed by plaintiff as in the case of eight cars referred to, but the brokers, The L. A. Morey Co., declined to act for defendant as in the preceding case on the grounds that they had been instructed by defendant not to appear before the Committee in his behalf. Thereupon the plaintiff proceeded on his own initiative to have the Grain Committee of the New York Produce Exchange compare the sealed original sample with the average samples drawn from thirteen cars, which they did, and rendered on Nov. 30th a written decision to the effect that 2½c per bushel was a proper discount. Documentary evidence is submitted in accordance with the foregoing statement of facts.

It is a well established custom, and also a trade rule, that grain sold by sample must be fully up to sample. It is therefore quite clear that this seller (the defendant) was in duty bound to ship grain equal on arrival to sample, or failing to do so, to protect this buyer (the plaintiff) from loss by reason of insufficient quality. It is apparent also that differences arising on the contracts in question were to be adjusted according to the rules of the New York Produce Exchange. The contention of the defendant that the grain was sold Milwaukee terms final, and that quality was to be approximately like sample is not borne out by the evidence and is in fact controverted by the plain testimony shown in confirmation and in defendant's correspondence—"No. 2 durum wheat, to be equal to sample on arrival."

It was the duty (at least the privilege) of defendant to take part in the adjustment of differences, and he had a right to be advised promptly from time to time if shipments were arriving not of suitable quality for contract, and he could have negotiated with plaintiff for an adjustment, but he (the defendant) could not demand a settlement on any but the rules of the New York Produce Exchange. It has been shown that difference on part of the contract was decided (with sanction of defendant) by the Grain Committee, and difference on the remaining part of contract by the same Committee, without approval of defendant.

From the evidence it is concluded that the plaintiff did not overstep his rights when he consulted with defendant's brokers, and took the necessary action to adjust the differences in accordance with the Rules of his Exchange in such matters; nor did he exceed his rights when he proceeded on his own motion (after failing to get the co-operation of defendant) on certain part of the shipments in question.

It is decided that the awards of the Grain Committee of the New York Produce Exchange, to wit: On certain 8 cars containing 7,238 bu. 30 lb. at 1¼c per bu., \$90.48, and certain 13 cars containing 12,830 bu. 10 lb. at 2½c per bu., \$320.75, should stand as final.

The plaintiff's claim for overcharge in freight on car No. 32055, amounting to \$16.90, is not supported by evidence, and cannot be considered.

The plaintiff's further claim for "Fee to Complainant Committee" is not—in the opinion of this Committee—a legitimate charge against defendant.

Finally—Verdict is hereby rendered for the plaintiff and judgment in his favor for the following: Award on 7,238 bu. 30 lb. at 1¼c, \$90.48; award on 12,830 bu. 10 lb. at 2½c, \$320.75; interest Nov. 30th to Feb. 10th at 6 per cent, \$4.74.

Four hundred fifteen and 97-100 dollars. Costs of Arbitration to be paid by defendant.

CHAS. C. MILES,
E. A. GRUBBS,
E. M. WASMUTH,
Committee.

Sept. 7, 1910.

Exports of Glucose, Corn Oil and Cake.

During the year prior to July 1 we exported 112,720,639 lbs. of glucose, 11,299,332 lbs. of corn oil and 49,058 lbs. of corn oil cake; against 92,652,409 lbs. of glucose, 24,441,668 lbs. of corn oil and 53,233,890 lbs. of corn oil cake exported during the year ended July 1, 1909, as reported by O. P. Austin, chief of the Bureau of Statistics.

Supply Trade

Advertising creates confidence; confidence creates action, and action helps to create prosperity.

The Philip Smith Mfg. Co., Sidney, O., is building an addition to its foundry, enlarging the core room to 40x60 ft.

Sprout, Waldron & Co., Muncy, Pa., have erected a new office building 110x40 ft. It is of red brick construction, two-story and basement.

The International Mfg. Co., Crestline, O., has just completed its new catalogue of its entire line of "Standard" cleaners and will be pleased to mail it to Journal readers.

Nordyke & Marmon Co., Indianapolis, Ind., are recent purchasers of two Hall Signaling Grain Distributors, and W. J. Savage Co., Knoxville, Tenn., has ordered Omaha buckets from the same concern.

Purchase of the business of J. A. Horn & Co., elevator builders of Oklahoma City, Okla., by W. D. Short, has been announced. Mr. Short asks a continuance of the many pleasant trade relations enjoyed by his predecessor.

A new grain purifier will soon be placed on the market by the Hess Warming & Ventilating Co., which, after careful experiments, is convinced it has a machine which will bleach grain to the entire satisfaction of the most exacting.

The S. Howes Co., at Silver Creek, N. Y., is building a new foundry. It will be of fireproof construction throughout, plans and specifications for which have been made by the A. E. Baxter Engineering & Appraisal Co., of Buffalo.

Fred W. Kennedy, the car liner man of Shelbyville, Ind., was a caller this week and reported larger sales of car liners on the present crop than any preceding. He says it takes time to educate even the progressive grain dealers to the advantages of a good thing, but at last they are rapidly taking to it.

It is always a source of wonder to the man who can not swim how a swimmer holds himself up—and similarly the non-advertiser marvels where the money comes from to pay the advertising bills of his progressive competitor. It takes some nerve to solve the problem in either case, but there is immense satisfaction in the solving.—*Mahin Messenger.*

Chicago, which has become quite a center for grain elevator engineers and contractors, has recently added a new firm to the list which will be known as McAlister & O'Connor. Mr. P. F. McAlister for the last ten years has been secretary and engineer for the Burrell Engineering and Construction Co. Previous to that time he served as draftsman for the Weller Mfg. Co. Mr. McAlister is a graduate of the R. T. Crane Manual Training School and brings a ripe experience in the elevator building line to the new firm. Mr. C. F. O'Connor has been engaged in building elevators fourteen years; the last five with the Burrell Engineering and Construction Co. His experience has been superintending the construction of grain elevators, while Mr. McAlister has been designer and estimator; so that together they make a very capable team.

The Philip Smith Mfg. Co., Sidney, Ohio, has just issued catalog No. 25 of its entire line of grain elevator machinery and supplies. Readers of the Journal can obtain a copy upon request.

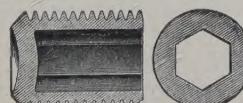
On the first floor will be the reception room with telephone switchboard connecting the different departments, the general office which is 50x40 ft. and four executive offices. On the second floor will be the drafting department, serving-room, etc. They have also purchased 300x150 ft. of ground adjoining the factories upon which they expect to enlarge the factory.

Life Saving Set Screws.

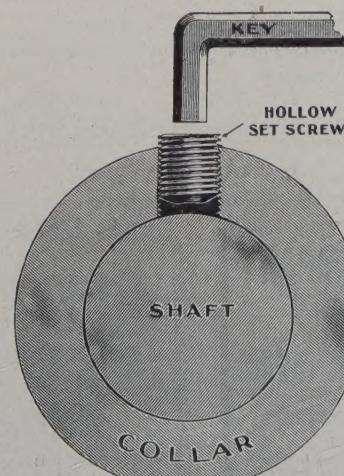
So many elevator operatives have been injured, maimed and killed as the result of their clothing being caught on protruding set screws, it is indeed a pleasure to learn of a screw which will obviate all danger. Illustrated herewith is a hollow, or life saving set screw which is designed to displace both the headless and the square head set screw. One length of the hollow set screw is all that is required for any depth of hole, but by placing a second screw following the first in the same hole, the screws will become locked together the same as two nuts will lock one another on a bolt. They engage each other so firmly it is impossible to remove them except by taking out one at a time. Where two screws are used in the same hole, one is set clear to the bottom, tight against the shaft, and the second placed firmly against it.

The hollow set screw is made of steel drawn with a hexagonal hole as is fully illustrated herewith. This insures elasticity and prevents loosening even with changes in temperature. One short length is sufficient for any depth of hole and preferable to longer screws because short screws do not lose lead of thread as do long ones. No shoulder is needed on collars and no counter-sinking. What is more, the hollow set screw can be sealed against rust and dampness by filling the hole with wax.

The screws are turned into place by a wrench or key. The power on wrench is applied equally entire length of screw so there is little or no torsional strain, and no danger of either head ever being



Cross and Longitudinal Section of Set Screw.



twisted off. Some states have laws forbidding the use of projecting set screw heads, and no doubt all will have in time. The hollow set screw illustrated herewith not only eliminates danger, but reduces cost. Any further information desired regarding this most excellent device may be obtained by addressing Hammacher, Schlemmer & Co., New York City.

Books Received

COMMERCIAL FERTILIZERS are listed with analyses in Bulletin No. 148 of the Purdue University Agri. Exp. Sta., La Fayette, Ind.

AGRICULTURAL STATISTICS for 1909 is a reprint from the Yearbook of the Department of Agriculture giving statistics of the principal crops, exports, imports, international trade and transportation rates. Indexed; 220 pages; paper cover. Yearbook Separate No. 524; U. S. Dept. of Agri., Washington, D. C.

DISEASES OF CULTIVATED PLANTS is the title of a valuable treatise describing, illustrating and giving remedies for diseases of plants in Ohio, including the grains and grasses, alphabetically arranged to form a convenient handbook. By A. D. Selby. Bulletin 214; 156 pages; Ohio Agricultural Exp. Sta., Wooster, O.

DRY LAND GRAINS in the Great Basin is a pamphlet of 39 pages giving the results of experiments with winter, spring and durum wheats, winter and spring oats, winter and spring barley, alfalfa and alfalfa seed thought suitable to the conditions of Utah, Nevada, Idaho, Arizona and New Mexico. Circular 61; Bureau of Plant Industry, U. S. Dept. of Agri., Washington, D. C.

HOW TO GROW MORE AND BETTER WHEAT is the title of Circular No. 23 of the Indiana Sta., full of valuable suggestions to wheat growers. Its 39 pages are a well written appeal to the farmer backed up by strong argument and ascertained facts and will be read with interest by the intelligent wheat grower. Illustrated; Circular No. 23, Purdue University Agricultural Exp. Sta., La Fayette, Ind.

COST OF FARM PRODUCTS.—In cooperation with the Bureau of Statistics of the U. S. Dept. of Agriculture the University of Minnesota Agri. Exp. Sta. has collected statistics on the cost of producing Minnesota farm products. For the 5 years 1902-1907, the average cost of growing an acre was \$8.21 for barley; \$6.50 for clover seed; corn, \$15.29; flaxseed, \$7.27; oats, \$8.86; timothy seed, \$4.33, and wheat, \$7.24. Details are tabulated for each grain or seed on the costs of seed, cleaning seed, plowing, dragging, seeding, weeding, cutting, stacking, threshing, and land rental. Bulletin 117, University of Minnesota, St. Paul, Minn.

Imports and Exports of Philippine Islands.

Imports into the Philippine Islands for the nine months ending March, 1910, included 151,231 bus. oats, 281,488 bbls. wheat flour, 2,132 tons hay, 311,369,054 lbs. rice and 48,270 bus. beans and peas; against 116,904 bus. oats, 212,986 bbls. wheat flour, 1,597 tons hay and 34,239 bus. beans and peas during the nine months prior to Apr. 1, 1909.

Of hemp, the leading article of export, the Philippines exported 120,942 tons during the nine months ending March, 1910, against 105,687 tons during the nine months prior to Apr. 1, 1909, as reported by the War Department.

A guide for the school study of the corn plant has been prepared by L. N. Duncan as Bulletin 33 of the Alabama Agri. Dept.

Feedstuffs

A poisonous principle found in certain cottonseed meals is described by A. C. Crawford in the *Journal of Pharmacol. and Expt. Ther.*, 1 (1910).

We are running full time and we are unable to supply the demand for feeds, which has never happened before since we began business.—Jensen & Sons Milling & Grain Co., Nelson, Neb.

Three consignments of grain feedstuffs from Augusta, Ga., were seized recently by the South Carolina authorities. Among the requirements of the Carolina law are tagging and even-weight packing.

Six feed dealers of York and Hanover, Pa., were arrested Aug. 25 on the charge of selling adulterated feedstuffs. The prosecution is being pushed by G. G. Hutchinson, of the state department of agriculture.

A comprehensive report on definitions of analytical and trade terms is expected from the committee of the ass'n of feed control officials, composed of Purcell of Virginia, Brown of New York, Turner of Kentucky, Jones of Indiana and Smith of Massachusetts, which met at Buffalo some time ago.

Screenings, usually an important addition to the supply of feedstuffs, will be short this season, for two reasons. The late frosts in the Northwest killed the weeds in the grain, and feed in the interior became short on account of the summer drouth, so that the farmers are keeping the screenings at home when they can clean out the foul seeds and small kernels. The dockage by the Minnesota State Grain Inspection Department one day last month showed one-half pound per car or less on half the cars received, while last season the dockage ran 3 to 6 pounds per bushel.

Rice and its by-products as feeding stuffs are considered in 4 pages of Farmers Bulletin 412 of the U. S. Dept. of Agri. Rice hulls are described as worthless and when fed in large quantities positively harmful. Rice bran in a pure state is the most nutritious of the rice feeds. It is somewhat better than corn or cornmeal if it smells sweet, but if it becomes rancid cattle do not like it. Many commercial rice brans are adulterated with hulls. The bran is fed with success to horses and mules. For dairy cows it is inferior to wheat bran. Rice polish contains less fat and protein than rice bran, and a higher percentage of starch. For pig feeding 78 pounds of rice polish are equal to 100 pounds of corn meal.

The new rice crop is being harvested later than was expected, owing to the recent heavy rains. The quality is disappointingly poor, which fact is causing the remainder of the old crop to move.

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Exports of Hay.

Hay amounting to 55,007 tons was exported during the year ended July 1, 1910; compared with 64,641 tons exported during the previous year.

Canadian hay in transit to foreign countries was received and shipped during the year ended July 1, from these four ports on the Atlantic seaboard, Boston, New York, Philadelphia and Portland, Me., amounting to 44,210 tons; against only 900 tons during the previous year, as reported by O. P. Austin, chief of the Buro of Statistics.

Exports.

Buckwheat amounting to 158,160 bus. was exported during the year prior to July 1; against 186,702 bus. exported in the previous year.

Broomcorn valued at \$421,484 was exported in the year ended July 1, 1910; compared with \$304,522 worth exported during the year ended July 1, 1909.

Malt amounting to 156,497 bus. was exported during the year ended July 1, 1910; against 163,230 bus. exported during the previous year.

Linseed oil cake amounting to 652,316, 916 lbs. was exported in the year ended July 1; compared with 682,764,545 lbs. during the previous year, as reported by O. P. Austin, chief of the Buro of Statistics.

Imports and Exports of Rice.

Imports of rice, rice flour, rice meal and broken rice for the year prior to July 1, 1910, amounted to 225,400,545 lbs.; against 222,900,422 lbs. imported in the year prior to July 1, 1909.

Exports of rice, rice bran, meal and polish during the year ended July 1, 1910, aggregated 26,779,188 lbs.; against 20,511,429 lbs. exported during the previous year.

Of foreign rice, rice flour, rice meal and broken rice we re-exported 8,110,452 lbs. during the year prior to July 1; against 7,340,304 lbs. re-exported in the year ended July 1, 1909, as reported by O. P. Austin, chief of the Buro of Statistics.

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J. T. SHARP, Secretary

Cobs

The Journal is the best paper in the business.—Geo. Shaffer, Lynchburg, O.

Grain Warehouseman—When Dr. Incision operated on me he left a pair of surgical scissors in my anatomy. Can I sue him for damages? Lawyer—Better send him a large bill for storage.

Milling and baking tests by different authorities are summarized by the U. S. Dept. of Agriculture in Farmers Bulletin 412, fairly stating the advantages and disadvantages to the miller and grower, of durum wheat.

The Hungarian government has adopted strict regulations against the use of cornmeal under any than its own name. The people of Hungary prefer rye bread, however, and are not partial to the use of cornmeal.

Condition of the new wheat over a large portion of Europe has a greater effect on the autumn demand for dry foreign sorts than formerly, due to a portion of the European breadeaters becoming more fastidious on account of increasing prosperity.

The Fifth Dry Farming Congress will be held Oct. 3-6 at Spokane, Wash. Talks will be given by dry farm operators and institutes will be conducted by noted dry farming specialists. A call to the convention has been issued by John T. Burns, sec'y, Spokane.

On account of the premium of several cents per bushel on May wheat compared with September some millers are refusing to sell ahead for shipment later than 90 days unless the buyer contracts to pay 5 cents per barrel per month for each month that the shipment of the flour is deferred. Sensible.

After years of experimenting, Prof. R. A. Moore of the College of Agriculture at the University of Wisconsin, has developed a "breed" of oats that has threshed out 76 bus. to the acre. The new breed produces the largest yield ever made on the university farm. Another variety produced 63 bus. per acre. Wisconsin's oat area is above 2,000,000 acres, so the new varieties may be made to mean millions to grain growers.

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Operators of Gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance.
THE PRACTICAL GAS ENGINEER, by E. W. Longanecker, M. D., Price \$1.00.
THE GAS AND GASOLINE ENGINE, by Norman & Hubbard, Price, \$1.00.
THE GAS ENGINE HANDBOOK, by E. W. Roberts, Price, \$2.00.
GAS ENGINE TROUBLES AND REMEDIES, by Albert Stritmatter, Price, \$1.00.
PLAIN GAS ENGINE SENSE, by E. L. Osborne, Price, \$1.00.
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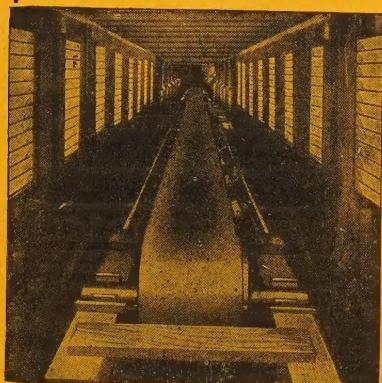
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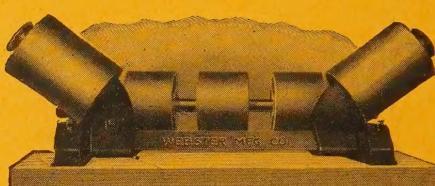
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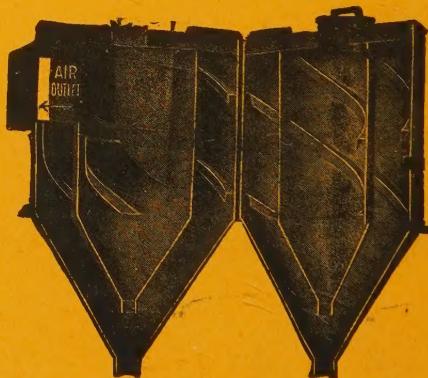
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